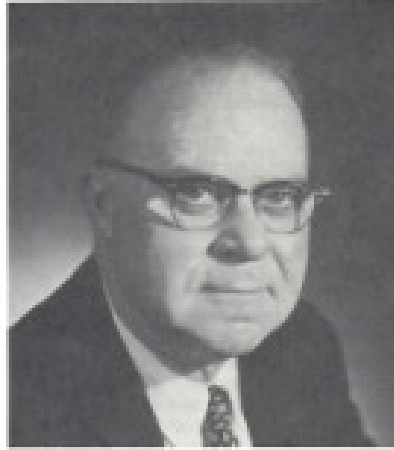
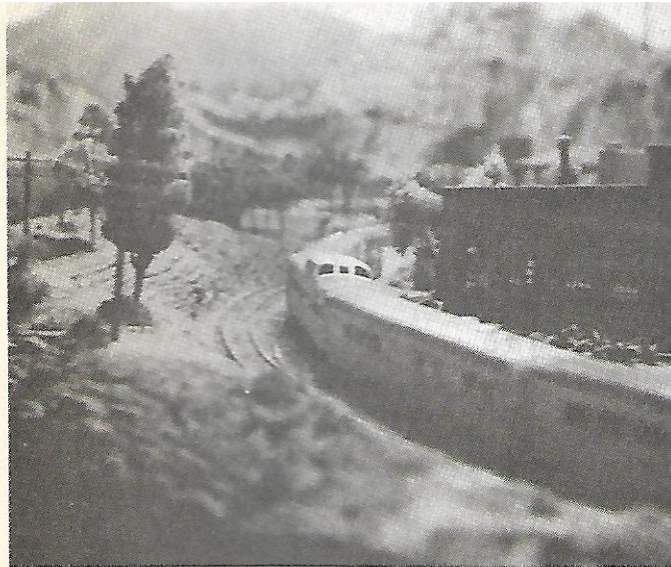


**1985 January      JACK KIRBY TAYLOR PASSED AWAY**

**The Legendary Jack Kirby Taylor, MMR #3, and the Second National Chairman of the then Achievement Awards Program was reported as of having passed away. He earned a President's Award and was a key part of the Achievement Program evolving into what it is today.**



**1985 January      Photo Published from last Fall. 2<sup>nd</sup> Oldest Club!**

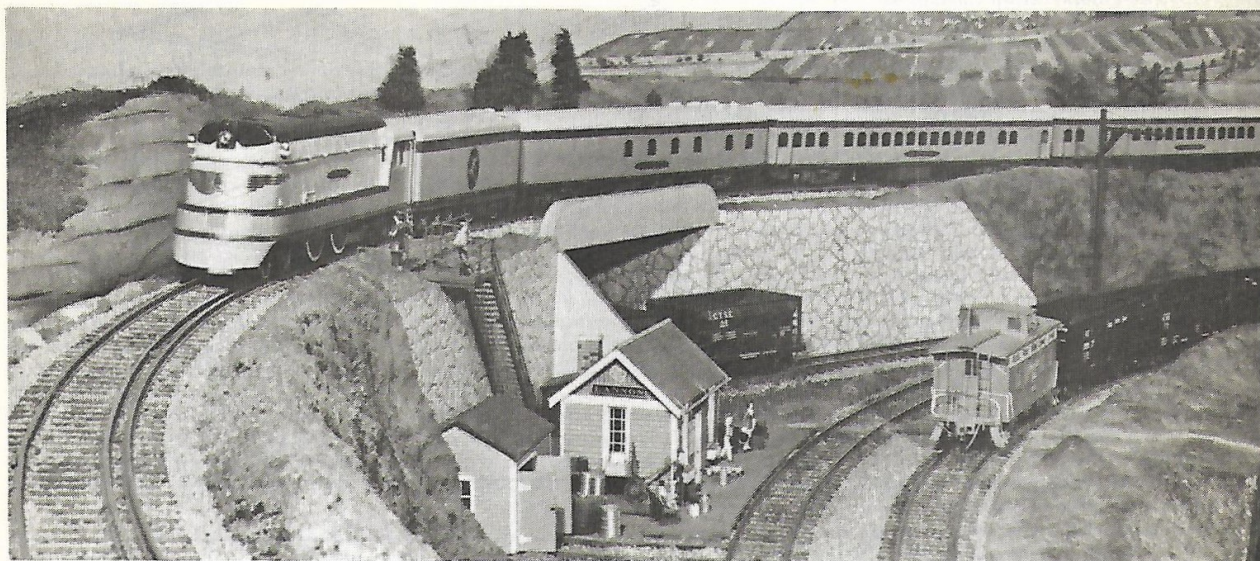


*NMRA WISE Division photo*

**A streamlined passenger train with dome car passes the roundhouse of the Milwaukee Union Terminal O scale layout of the Model Railroad Club of Milwaukee. The club, second oldest model railroad club in the country, celebrated its 50th birthday this past fall.**

## MILWAUKEE '85

MODEL RAILROADING'S GOLDEN ANNIVERSARY



Wayne Radabaugh's 1935 Hiawatha rounds a curve on the Model Railroad Club of Milwaukee layout. The train was built from Walther's kits, and the locomotive rebuilt from a Lionel engine.

This club layout, one of the oldest in the country, will be on the layout tours. Don't miss it!

*MODEL RAILROADER magazine photo*

### THE BIRTHPLACE OF MODEL RAILROADING

This July, the National Model Railroad Association will be celebrating its golden anniversary by "Goin' Home" to Milwaukee, Wisconsin, where it all started 50 years ago. This will be the first national convention of the NMRA in the beer city since the organization's silver anniversary in 1950 and the fourth 50-year milepost for a model railroad organization in this city since 1982. To better understand these great moments in model railroad history and how they relate to each other, let's go back to where it all began.

The year is 1932. Milwaukee, caught in the grasp of the Great Depression, still retains its position as the machine shop of the world and the world's leading beer producer outside of Germany. An enterprising young modelmaker by the name of William K. Walther, who had been making models (O scale, of course—what else was there 50 years ago?) for his friends for years, decided to go into the business full time. He opened

the Wm. K. Walther, Inc., plant in an industrial building on Milwaukee's south side and was soon actively engaged in the model-making business. In 1982, Walther celebrated their 50th anniversary at their fourth home, a former discount department store at 60th and Florist Streets on Milwaukee's northwest side. The firm, now presided over by Bill's son, Bruce, has become the leading wholesaler and importer of model trains in the country. The building is also the home of many Walther subsidiaries, such as Magnuson Models, Marklin, Inc., and the Terminal Hobby Shop. The Indian Head Lines HO model railroad club rents a large space at the rear of the structure. Both Walther and the Indian Head Lines will be open for visitors during the Milwaukee '85 convention. With daily bus service provided, you'll certainly want to add them to your convention itinerary.

A year after Bill Walther went out on his own, his good friend Albert C. Kalmbach, who had been printing magazines and newsletters in his attic for years, also decided to enter the business world head-on. Al opened a small print shop in a converted garage on S. 84th Street, across from the Wisconsin State Fairgrounds (home of the NMRA

## 1985 January Milwaukee the Birthplace of the NMRA Cont...

WISE Division's annual Trainfest). He soon came out with the first edition of MODEL RAILRODER magazine, which celebrated its golden anniversary in 1983 at Milwaukee's Pfister Hotel and Tower. MR's initial success was so favorable that Al soon turned his attention to the interests of the prototype train fans and introduced TRAINS magazine. Kalmbach Publishing Company is now located downtown in their third and most famous home at 1027 N. 7th Street. The company is also widely known as the publisher of FINESCALE MODELER magazine, Kalmbach Books and Kalmbach Video. Al Kalmbach's publishing empire is now in the hands of chairman James J. King, MR editor Russ Larson and TRAINS magnate David P. Morgan. The building also houses the employees' HO club layout, the Milwaukee, Racine & Troy. Scenes from the MR&T have appeared in and on the covers of many issues of MODEL RAILRODER over the past few years and, during the Milwaukee '85 convention, NMRA members will have the opportunity to see this fine layout first hand.

Bill Walthers and Al Kalmbach decided in 1934 to form a model railroad club (O scale, of course!). They got some of their friends together and started holding meetings at the old Central YMCA

(now a parking lot on N. 4th Street). They formally organized in 1934, making them the second oldest club in America, preceded only by a New York group in 1929. Their first layout was a portable railroad with aluminum track, built for a three-day hobby show. Their first permanent layout was built on the second floor of the YMCA, completed in time for the organizing meet of the NMRA in 1935. Later this same year, the club acquired space in the old Milwaukee Road commuter station at 215 E. National Avenue, moved in and started working on their third layout, an outside third-rail affair. In 1947 (the same year that gave birth to both the Indian Head Lines group and the local Lionel club), they built their fourth and present steam/diesel layout, called the Milwaukee Union Terminal (MUT) Railroad. This layout was featured in the October 1984 edition of MODEL RAILROADER.

The MUT layout features a main line 664 feet long (double-tracked most of this distance), and has the ability to independently handle three trains at the same time, plus two yard switching runs. The club also features the Milwaukee Electric Lines (MEL) traction layout located in the infield of the MUT. The streetcar and interurban layout was featured in the Spring 1980 issue of SCALE MODEL TRACTION & TROLLEY QUARTERLY, published here in Milwaukee, plus local newspaper and magazine coverage. The layout, capable of running streetcars, interurbans and heavy electric freights, all at the same time, has an interchange track with the MUT layout for joint freight movements and new equipment arrivals. Traction equipment scratchbuilt by such notable O scalers as Tom Matola, Doug Jones and Duane Matuszak are often featured running on this layout.

The combined model railroad empire of the MUT and MEL layouts is comprised of over 2,000 feet of track, over 90 switches, yard capacity in excess of 400 cars in 19 electrical blocks controlled by club members stationed at ten control panels. The traction layout is controlled by actual streetcar-type controllers, salvaged from old TM\* equipment. There's also a new faction among the members of those interested in On3 narrow-gauge modeling. These members have built a portable layout which is exhibited at the annual NMRA Trainfest. Past members of the club have included such notables

\*The Milwaukee Electric Railway and Light Co.

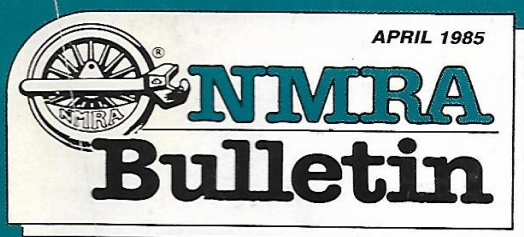
as its founders Al Kalmbach and Bruce Walthers, plus Carl and Frank Zeidler (both of whom were mayors of Milwaukee), pioneer trolley modelers such as Harry Bondurant and the group's oldest living member, club president Douglas Jones, who joined the group in 1937. Those of you fortunate enough to attend the NMRA's Goin' Home '85 National Convention won't want to miss the two fine layouts of this historic club.

## 1985 January Milwaukee the Birthplace of the NMRA Cont...

as its founders Al Kalmbach and Bruce Walthers, plus Carl and Frank Zeidler (both of whom were mayors of Milwaukee), pioneer trolley modelers such as Harry Bondurant and the group's oldest living member, club president Douglas Jones, who joined the group in 1937. Those of you fortunate enough to attend the NMRA's Goin' Home '85 National Convention won't want to miss the two fine layouts of this historic club.

These early model railroad pioneers saw the need to standardize model railroading throughout the entire country (and later the world), so in 1935 they held the first-ever convention of the National Model Railroad Association. Here they officially organized the NMRA, formed a corporate constitution and elected officers. Of course, you may have guessed Al and Bill were elected president and vice-president. Harry Bondurant, our local trolley modeling legend, was elected the first secretary. All of these legends of our hobby were later bestowed with lifetime honorary memberships in the NMRA. We sincerely hope that Harry, Grant Oakes, Bob Keune and other old-timers of our hobby can be present at the festivities this July/August, to reap the rewards of their monumental actions of a half century ago. We also know that the legends of model railroading that have passed on will be with us in spirit! To all of the pioneers of model railroading, we extend our sincerest and most heart-felt congratulations on 50 years of model railroad history that will live forever in the memories of modelers everywhere!—*Jim Roever*

**1985 April**



*Celebrating 50 years of service to Model Railroaders*



***A. C. Kalmbach Foundation Memorial Library  
story on page 16***

## The A. C. Kalmbach Foundation Memorial Library

### A Look at the Beginning . . .

BY WILLIAM T. BECKER

Board of Trustees meetings occur fairly often, but in perspective some turn out to be more significant than others. One of the more important meetings of the past several years occurred in St. Louis in March of 1979. At that meeting Chuck Hitchcock's site selection committee presented their formal report recommending Chattanooga, Tenn., as the site of our national headquarters. The trustees approved that report and the original building committee appointed by then-president Craig Brown—Larry Lauer, Ken Mortimer and Joe Bothman—immediately set to work to create plans and specifications for the building.

Much conversation at that St. Louis meeting indicated support for the creation of a library and/or museum to be housed in the building in conjunction with the administrative offices. That wasn't the first time the trustees had heard of a dual purpose for the building. The first serious discussion of a national headquarters occurred at the Milwaukee mid-year meeting in the spring of 1974, and the idea of a library/museum in the building was promoted at the same meeting by then-president Gene Hickey. Gene was indeed one of the early strong supporters of a national office and the dual purpose for the building.

The Headquarters Office building is now a reality and the library is also a reality. The membership can be justifiably proud of our building and we plan on a library in which they can have equal pride. No, the space dedicated to the library isn't finished and the library is not yet operational, but we're moving rapidly in that direction. Approximately 30 percent of the first floor space still has a concrete floor, open steel girders for a ceiling and bare concrete block for walls. By the time this appears in print, the A. C. Kalmbach Foundation, whose primary purpose is to operate the A. C. Kalmbach Memorial Library, should be incorporated as a tax exempt educational organization in the state of Tennessee.

Yes, there's need for the size of the building in Chattanooga. The library will occupy every bit of the space available. The library will provide a significant number of member services, as well as providing service to the seriously interested non-member. There is every intention that the library will provide respectability to the NMRA from the public at large. Manufacturers, rail historians and sociologists should find the library a major reference source. One of the early tasks of the Library Committee has been to identify a subject area around which to build a special collection so that we don't compete with other rail-oriented special collections for the same materials.

The Board of Trustees approved the concept of the A. C. Kalmbach Memorial Foundation at the 1983 meeting in Winnipeg, Manitoba, Canada, formalizing the early work of chairman Bill Becker and his committee. Membership on the feasibility committee was rather fluid, but it would not be fair to omit the names of several people who put in a lot of work: Publications Dept. General Chairman Eric Lundberg, PSR Trustee Bob Rowe, PNR Trustee Elaine Jones, past-president Gene Hickey, Whit Towers, then-legal-counsel Bill Uffelman, Directory Chairman Doug Hagerman and past Building Committee Chairman Art Daehler. It would also be unfair to omit the professional help provided by Dr. William C. Robinson from the Graduate School of Library Science at the University of Tennessee and the early support and encouragement of past-presi-



A. C. Kalmbach, founder of Kalmbach Publishing Company and instrumental in the founding of the National Model Railroad Association. Kalmbach Publishing photo.

dent Huebenthal. As plans have developed and the need for a permanent and more structured committee have evolved, the committee chairmanship has fallen on the shoulders of past-NER Trustee Dave Messer (who brings considerable professional expertise to the task of organizing a special collections library). Bill Becker still serves on the committee which also includes Bill Robinson and Bob Rowe.

The committee early in its discussions faced the important question of whether the facility should be a library or a museum. In a sense the question was moot because of local zoning ordinances and other legal issues; the facility could not be called a museum. The committee has always recognized the success of special collection libraries that house a diversity of both print and non-print display materials. These displays not only make the library warmer and more attractive, but also provide important reference sources. No, there probably won't be an operating model railroad in the building in the foreseeable future—there's a very large and successful model railroad supported by the Chattanooga Area Model Railroad Club in town—but it is planned that the library will have extensive rotating displays of model railroad items that illustrate the development of the hobby.

Development of the library hasn't occurred as fast as the committee would have hoped. The NMRA Building Fund has not topped out and one of the unpaid items on the list is to finish out the interior shell space on the first floor dedicated to the library. Treasurer Tom Draper hopes that space can be finished by September of this year. In the meantime, Kalmbach Publishing Co. has provided a very generous donation of \$20,000 to purchase capital equipment for the library. That will

not do the job, but it certainly will provide a start. Development of the library requires not only a significant financial commitment for startup, but continuing sources of funding. The committee, of course, hopes to identify other significant donations and some opportunities are currently being explored. Nevertheless it should be realized that operation of the library is not an expense-free undertaking. If other rail-oriented organizations such as the many historical and technical societies can appreciate the advantages of making their collections readily available with professional support, they may be interested in joining with the NMRA in the operation of the library. The point should be made very strongly that a collection of materials stored in someone's basement is of little significance if it resides in storage and cannot be made available to the interested person. Equally bad is the very real problem of deterioration due to mildew, humidity and other storage problems. It's hoped that other sources of funding such as an annual publication and federal or foundation grants can partially underwrite the cost of operations. Too, it is anticipated there will be use charges for some library services. Obviously, neither our international membership nor much of the national membership can regularly visit the library for reference purposes, so it is assumed the library will see itself heavily involved in the transmittal of services through the mail or by electronic means such as on-line computer access.

Where are we in May 1985? The library is incorporated and approval will be requested at the March 1985 meeting of the Board of Trustees for budget monies to hire a librarian. The timing could be better since the NMRA is currently suffering budget constraints that require either a cutback in member services or an increase in dues. If the process of grant funding for the library is to start, the librarian is a necessity. Grant proposal writing requires professional credentials and a commitment of time not available to the committee. The Kalmbach grant is at hand to purchase equipment. The committee has quietly started to negotiate for some private collections and at least one large donation of materials has been received. A



**William K. Walthers, founder of Wm. K. Walthers (manufacturers and distributors of model railroad equipment). Bill was also a charter member of the National Model Railroad Association. Wm. K. Walthers Inc. photo.**



**Bill Becker, NMRA Secretary (front row left) accepts the Wm. K. Walthers donation from Chairman of the Board Bruce Walthers (front row center) and President Phil Walthers (front row left). Also attending the December 27th event were (right to left, back row):**

**Hugh Stephens, Executive Secretary Model Railroad Industry Association; James J. King, President Kalmbach Publishing Co.; and Mike Carlson, BULLETIN editor. Wm. K. Walthers Inc. photo.**



Just a small sampling of rare catalogs included in the Walthers donation to the library. Wm. K. Walthers Inc. photo.

second major donation of materials occurred in December of 1984 when Bruce Walthers, representing Walthers Incorporated, donated a complete collection of Walthers Company catalogs and the original manuscripts of founder Bill Walthers' model railroad articles (see photograph). The committee has received some dedicated donations of money through the Building Fund although a solicitation campaign has not been initiated nor has there been any printed information requesting dedicated donations. We must pay for the building first. The library committee must still create mission and policy statements to govern operation of the Kalmbach Foundation, we must retain an architect to design the library (subject to our requirements) and appointments must be made to the Board of Directors of the Kalmbach Foundation.

Aside from a decision to hold one board position for the Kalmbach Publishing Co., the constitution and a number of persons to serve on the board are still undecided. There has been some discussion that the board would contain both NMRA and non-NMRA members in order to bring the necessary expertise together to manage the foundation. Obvious choices of potentially non-NMRA members would include a representative from the commercial book publishing field and one or more professional subject specialists from the fields of history, industrial archeology and sociology. There is an understanding however that at least 51 percent of the board will be NMRA members. There are obvious advantages to having a professional librarian on the board as well as having a working relationship with the University of Tennessee/Chattanooga. Like any other board, the Kalmbach Foundation board requires a diversity of backgrounds in order to operate efficiently and with professional pride. If you are interested in applying for a position on the board, you can make that interest known to the Library Committee Chairman, Dave Messer. He can be reached at 12 Hillview Ct., Wyantskill, NY 12198.

The creation of the library has been a major undertaking. We've accomplished a lot, but there is still much to be done. A report on the progress to the general membership was overdue, but the committee hopes this report will cause you too look with anticipation to the time when you, as an NMRA member, can get technical help on your railroad-related questions.



Bruce and Phil Walthers also included many of Bill's personal papers and manuscripts, some unpublished. Wm. K. Walthers Inc. photo.



Al Kalmbach and Bill Walthers re-reading the first issue of THE MODEL RAILROADER in the mid-1940's. Both of their companies and the NMRA they helped create were well on their way to success. Wm. K. Walthers Inc. photo.

## 1985 April **EV WILLIAMS IS NATIONAL RAILETTE CHAIRLADY**

### Raillette Corner

by **Ev Williams,**  
**National Raillette**  
**Chairlady**

Well, here we are, just about seven months away from the "Big 50" anniversary of the NMRA, and the gals in Milwaukee have been working hard to make this a most memorable convention. They have many clinics and tours, a luncheon and the arts and crafts contest planned for your enjoyment.

As for the contest, I'm hoping to see many entries. I would hope to see about 100-150 entries. As this convention is marking our "50th" I hope we have an increased participation in the contest. We also have a surprise for the entrant in the contest who has the highest number of points. The winner will be announced at the banquet. Rules for the contest are published below so you can see how we work it.

The hours for the contest will be as follows:

Monday, Tuesday	9-12, 1-5, 7-9
Wednesday	7-9
Thursday	9-12, 7-9

The gals have a great program for the kids, so bring them along.

If anyone has any questions, please let me hear from you:

Ev Williams  
National Raillette Chairlady  
1602 Covington  
Ann Arbor, MI 48103

#### **RAILETTE ARTS & CRAFTS CONTEST RULES**

The Raillette Contest is open to any non-railroad spouse of a model railroader who comes to a national convention. Any kind of article may be entered provided it has been made personally by the entrant. There are no proxies. You must be in attendance to participate.

#### **Categories**

##### **1. GENERAL**

A. Kitbuilt. Has everything enclosed—diagrams, plans and materials

B. Pattern. Has diagrams, plans and tells how to do it; you secure the materials

C. Original. You design your own plans, patterns or blueprints. You secure the materials and do all the construction yourself

##### **2. RAILROADIANA**

The same A, B and C categories as GENERAL, but everything must have a railroad motif, such as knitting a sweater with a train on it, a lamp in the shape of an engine, etc.

##### **3. NEEDLEWORK**

The same A, B and C categories as GENERAL, but consists of anything to do with knitting, embroidery, needlepoint, hooked rugs, etc.

Ribbons shall be given for First, Second and Third in each category. First Place and Best of Show shall receive a plaque. Only First Place and Best of Show shall be awarded at the awards presentation.

If an item has previously won a First Place or a Best of Show in a national contest, it may not be entered again.

If there are fewer than three items in a sub-category, that sub-category may be combined with another sub-category in order to make a contest at the discretion of the committee/judges.

### **Welcome Aboard!**

New NMRA members for the month of January 1985:

#### **FOREIGN**

Charles Schweizer, Bassersdorf, Switzerland

#### **APO AND FPO ADDRESSES**

\*Maj. Denison W. Miner Jr., APO, New York, N.Y.

John C. Byars, FPO, Seattle, Wash.

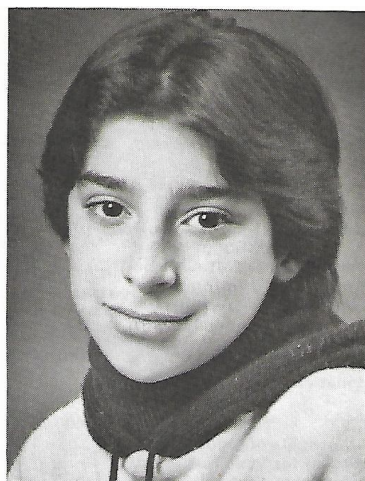
#### **NORTHEASTERN REGION**

Frank Kelley Jr., Holliston, Mass.

Richard J. Politis, Plainville, Conn.

## 1985 May **Alan R. Potts announced as MMR #102.**

## 1985 May **Stuart Bogard winner of youth modeling Award 1984**



Stuart Bogard, Little Rock, Ark., was the winner of the Youth in Modeling Award at the 1984 national convention in Kansas City.

1984 May

# Library Car

A service of the A. C. Kalmbach Library

## Progress Update No. 1

conducted by  
W. T. Becker

Getting the article on the Kalmbach Library to the BULLETIN in time to make the deadline for the April issue turned out to be more hectic than had been anticipated. When the content of the article had initially been discussed, it was decided a picture of the interior space dedicated to the library would fit nicely into the article. Paul Curlee, past SER Trustee and Chattanooga resident, had taken several photographs of the building when it was under construction. Many of these photographs appeared in the BULLETIN and I was sure there were some interior photos among those taken. Much to my chagrin, they couldn't be located at the last minute. A call to the Headquarters Office to see about having a local photographer take some pictures very quickly drew the response, "Why Diane and I can take care of that." True to their word, a package arrived from Chattanooga just before I left for Phoenix, and there were the photos. Credit Diane and Carolyn for helping out.

The photos show a portion of the space dedicated to the library. The views are of the west (left as you're fac-

ing the building) portion of the first floor. The entrance to the building is roughly in the middle of the building with the business office and mailing room on the east side. There's a wall dividing the two portions of the building with separate entrances into each side from the entry foyer. The library side has two restrooms as well as janitorial facilities that are completed.

As you can see from the photograph, there's work to be done. These bare block walls must be covered, a floor must be installed, a ceiling must be hung with appropriate lighting and something must be done about the door in the west end of the building. It currently has quite a large airgap at the bottom as well as in the middle. The space does have heating ducts that are functional. Treasurer Draper reported at the Phoenix mid-year meeting that he had retained an architect to provide a cost estimate of the required work. That estimate is due in mid-March and we will then have an idea of how quickly we can proceed. Completion of the space depends, of course, on how contributions continue to be received by the Building Committee. Preliminary guess-timates are that work can be started

this summer if contributions continue to be received at the rate they have been coming in since September 1984.

The Board of Trustees did take some actions concerning the library at their mid-year meeting and the minutes of that meeting will report the formal action taken. In the meantime, this will bring you up to date. At the time agenda materials were prepared, the Library Committee felt they had moved far enough forward so as to be able to recommend to the trustees that funds be appropriated to hire a librarian for the last three months of the current fiscal year. After receiving the treasurer's report at Phoenix and after realizing the time required to have notices of the position published and go through the interview process, it was decided not to request any additional funding for the committee during this fiscal year. There's a commitment to make funds available for the 1985-86 fiscal year and the committee does have the approval to initiate the hiring process. In other actions, Library Committee Chairman Dave Messer reported he had accepted C. J. Riley's offer to develop the required drawings for development of the interior space after it's turned over to the Kalmbach Foundation. Once the space is occupied, the Foundation will have a lease on the space from the NMRA. There was some discussion at Phoenix about hiring a librarian prior to completion of the space and also some questions about how long it would be before the library is operational. There are too many unknowns at this point to answer the latter questions, but we clearly are making progress. It's not necessary, however, to complete the space prior to hiring a librarian. An agreement has been reached to make desk space available in the office portion of the building. The sooner a librarian can be put to work, the sooner the process can begin to seek external funding and grants for the library. Federal and most foundation grant proposals require professional expertise and credentials and one person to watch over the process.

The Kalmbach Library has begun to receive materials including region magazines and some books. We'll keep you up to date with reviews of new publications and also periodic updates of materials received. ☒



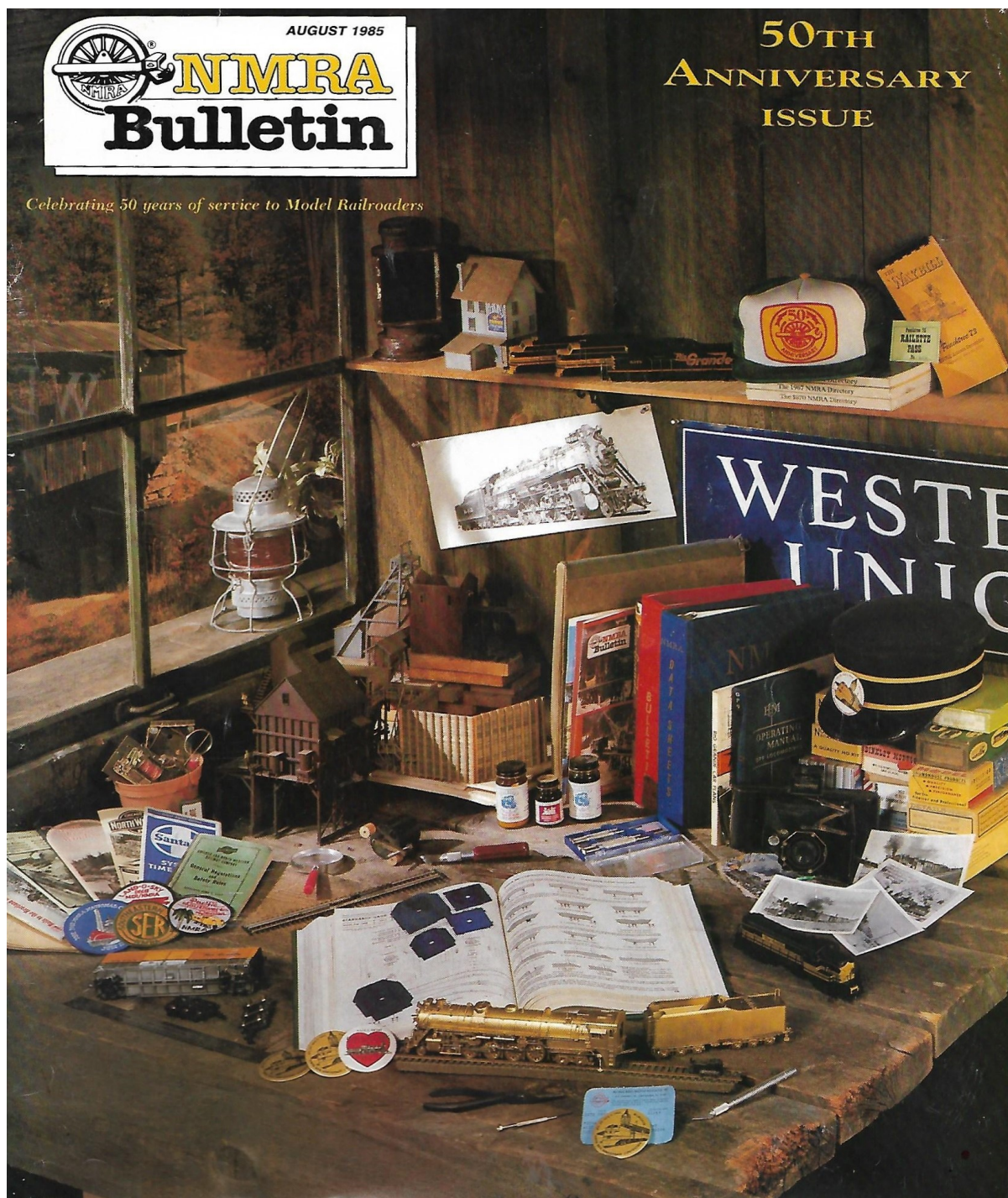
View of northeast corner of library space showing main entrance (door on right), restroom and janitorial facilities (doors on left).

**1985 June**

**Bob Gardner announced as MMR #103.**

**1985 August**

**50<sup>th</sup> ANNIVERSARY ISSUE**



**1985 August CONGRATULATIONS from US President!**



THE WHITE HOUSE

WASHINGTON

December 20, 1984

I am pleased to extend warm greetings and congratulations to all those gathered for the 50th anniversary convention banquet of the National Model Railroad Association.

Your organization promotes the interesting hobby of model railroading and continues America's long fascination with trains, which played such a large role in building our nation. Model railroading, through its reproduction of historic cars and locomotives, can give our youngsters a greater appreciation for the experiences of our forebears.

I am happy to send my best wishes for every future success to the members of the National Model Railroad Association.

*Ronald Reagan*

**1985 August      Happy 50<sup>th</sup> NMRA! (LOOKING BACK)**

**HAPPY 50TH ANNIVERSARY, NMRA, INC.! You have come a long way and reached the half century mark! Congratulations and hearty thanks to the 71 charter members who created the National Model Railroad Association in Milwaukee, Wis., on Sept. 1, 1935, for the purpose of standardizing the model railroading hobby.**

**Our thanks to Les Wilber (charter member) of Clearwater, Fla., for chairing the charter membership compilation committee-- assisted by Harry Bondurant (first secretary), Jack Ralston, Clyde Gerald (immediate past NMRA historian) and Bob Dupont (executive vice president) for researching the original charter members ... 35 have since become deceased, 34 are living, and 12 are still members.**

**A large commemorative plaque for the Charter Members will be on view at the 1985 Milwaukee "Going Home" convention. This special plaque is being prepared by Dr. Robert Ellis, Chairman of the National Headquarters building fund committee.**

**When the NMRA was born in 1935, its charter officers were: Wm. W. "Pop" Haverly of Bellwood, Ill. (President), Harry E. Bondurant of Wauwatosa, Wis. (Secretary), Forest "Forry" Fottler of Wauwatosa, Wis. (Vice President), and Wm. R. "Bill" Rau of Pittsburgh (Treasurer).**

**From its humble beginning, The Founders could never have dreamed that by the 50<sup>th</sup> anniversary our membership would be in the 25,000 count and that 12 of the charter members would still be on our membership roster. Or, that their BULLETIN of one page would become a color edition of 50 pages.**

**Or, that all the officers and invitees would have travel reimbursement privileges for the mid-year and annual meetings. Or that there would be a national headquarters building of our own, or that annual convention attendance figures would reach 2000!**

**What can we expect in the next 50 years? Already the computer has become involved in many of our sophisticated model railroad layouts. Transformers with sound effects of steam power, whistles, diesel engines accelerating and decelerating, and hissing steam pumps are very much perfected to realism today.**

**Have you dreamed of an automated hump yard on your home layout? There is such an operating one on our past NMRA president's layout. Ed Ravenscroft of Phoenix can stand visiting with friends as his preset consist of cars is pulled up onto the hump yard, automatically uncoupling each car, rolling them through a retarder to a preset team track.**

**One can say there is no limit to the imagination in duplicating the actions and sounds of the prototype railroad of yesterday (steam) or today (diesel). What will it be like on our model railroads in the next 50 years?**

**Popular today is the modular layout in N, HO and O gauges. Built to standards, a layout can be set up in a couple hours ready to operate with scenery, sound, and tracks galore through hills and valleys, towns, industries and passenger stations.**

**Maybe the "people" on the layouts could be walking, or swinging their feet while sitting on the benches! Don't forget, National Model Railroad Week is slowly creeping up on us!**

**Will your modular layout be ready for that show in your local shopping mall? Be sure to order well in advance for a supply of our new NMRA regional membership applications with promotional materials from our national headquarters.**

**Much time and effort has been placed in developing the new forms by our progressive and dedicated membership promotion department General Chairman James D. Hammer, assisted by Terry Stuart and H.M. "Chuck" Place.**

**All we need now is your help in filling out these new membership applications. They are out there, waiting to be asked to join a proven family hobby of model railroading ... 100,000 strong before the next 50 years! Happy model railroading!**

**Above written by NMRA President: Paul Shimada (Sept. 1985)**



conversation with the editor/Mike Carlson

## **“NMRA dash 2” 1985-2035**

**A**s the NMRA's first fifty years draw to a close, it's time to think of where our hobby and the NMRA are today, and what we want it to be in the future. We must face the fact that our hobby and the NMRA face just as many problems today as in 1935. These problems are just as important as standards and interchange were in 1935.

The NMRA faces the problem of hobby promotion. The competition for entertainment dollars is a thousand fold what it was in 1935. The NMRA must work with the hobby industry closely to make every promotional dollar spent be effective. We must find new and innovative ways to promote our hobby and to finance that promotion. We must help bring manufacturers, publishers, importers and the NMRA together to enable us to effectively promote jointly this fine hobby of ours. This will take a lot of patience, discussion and understanding by all parties concerned. But it will work if we keep one idea in mind: “hobby promotion means growth for everyone.”

Another problem follows right on the heels of promotion, and that is the one of preservation of our hobby. Part of our promotion problem is the simple fact that prototype railroads are not as visible to the public as they used to be! Railroads are not the center of our society's transportation needs. It has been replaced by the automobile, the jet and the truck. Urban planning has made it even harder and harder to get near the prototype. If people can no longer grow up near trains nor experience the excitement and romance of the railroad, no wonder the desire to model them is dwindling. Today's society will never experience the romance of the railroads the way we have. The NMRA must find ways to preserve the romance, and present it to the public, to help preserve the desire to participate in this hobby!

The NMRA can begin this preservation process by developing programs, seminars and services through the A. C. Kalmbach Library. We must not only preserve our modeling techniques but also the prototype information on which our entire hobby is based. We must realize that in fact we are industrial transportation archeologists, and we must document and store and preserve prototype information and modeling information for the generations of modelers to follow us. Because some day, the flanged wheel on the steel rail will become obsolete, just as sailing ships. Only through our foresight of this fact can we ensure the existence of our hobby.

We must also face service problems. Service for our members, the industry and the public. We must find better ways to identify and respond to the needs and desires of those we serve. We must also realize that any tangible service is going to cost money to develop and maintain. We may have to realize that our dues money will help provide the capital to develop services in the future, but the actual service itself may require an additional fee. The era of free lunches is gone.

An annual NMRA survey of our membership will equip our officials with the facts and answers they need to provide services the membership, the industry and the public desire. We must go out of our way to keep the communication lines open, to enable us to develop service programs that are affordable, efficient, desirable and current with hobby trends.

Promotion, preservation and service—these are the challenges which “NMRA dash 2,” the second generation NMRA, must deal with in the next 50 years. Can we solve these problems? I think we can. We must quite literally “Stop, Look and Listen” for the direction and future of our hobby. Not just the NMRA officials, but every single one of us—members and industry alike.

1985 August

## NMRA Officers, Bulletin Editors, Office Managers 1935-1985

### National NMRA Officers, BULLETIN Editors,

Year	President	Vice President Executive Vice- Pres. after 1953	Eastern VP	Central VP	Plains (created 1966) VP
1935	W. W. Haverly	Forrest Fottler			
1936	W. W. Haverly	Forrest Fottler			
1937	Forrest Fottler	Perry Dorance			
1938	William Rau	Albert Kamm			
1939	Albert Kamm	Richard Constantine			
1940	Kirke Comstock	Stanley Ahrendt			
1941	Victor Ketcham	Paul Zickgraff			
1942	Paul Zickgraff	Hugh Jack			
1943	Adrian Buyse	C. L. Bandy			
1944	Lawrence Sagle	Ed Campbell			
1945	Ed Ravenscroft	Emil H. Beck			
1946	Ed Ravenscroft	Paul Lehman			
1947	Edward R. Campbell	H. G. Helchen			
1948	Vernon Guess	Earl Ruhland			
1949	Wilbur E. Hare	Earl Ruhland			
1950	H. A. Schultz	David Lloyd Stearns			
1951	H. A. Schultz	Edward M. Van Leer			
1951-52	Edward M. Van Leer	David Lloyd Stearns			
1952-53	Edward M. Van Leer	David Lloyd Stearns			
1953-54	George H. Brown	Ivon S. Preble			
1954-55	George H. Brown		Ivon S. Preble	G. William Lang	
1955-56	Ivon S. Preble		Milton R. Friedberg	LaGrange Ratcliffe Jr.	
1956-57	Ivon S. Preble		Milton R. Friedberg	Eber H. Allen	
1957-58	Dr. Eber H. Allen		Milton R. Friedberg	J. Terry Joyce	
1958-59	Dr. Eber H. Allen	John P. Dean	Roger Marble	J. Terry Joyce	
1959-60	Leighton Keelling	John P. Dean	Roger Marble	Roger M. Perry	
1960-61	Leighton Keelling	Bob Brinkman	Frank Sadio	Roger M. Perry	
1961-62	A. Ballard Bradley	Bob Brinkman	Wayne A. Roundy	Terry G. Walsh	
1962-63	A. Ballard Bradley	Bob Brinkman	Francis S. Brown	Robert B. Brown Jr.	
1963-64	Robert P. Brinkman	Robert I. Thorniley	Francis S. Brown	Robert B. Browne Jr.	
1964-65	Robert P. Brinkman	Robert I. Thorniley	Francis S. Brown	Jack Kirby Taylor	
1965-66	Robert I. Thorniley	Francis S. Brown	D. E. (Gene) Colborn	Donald T. McKinnon	
1966-67	Robert I. Thorniley	Whitney K. Towers	D. E. (Gene) Colborn	Donald Warjon	
1967-68	Whitney K. Towers	Kenneth Mortimer	Donald Robinson	William Herbig	Warren Weston
1968-69	Whitney K. Towers	Kenneth Mortimer	Donald Robinson	William Herbig	Warren Weston
1969-70	Kenneth Mortimer	D. E. (Gene) Colborn	G. William Hammer	Charles B. Kent Jr.	Warren Weston
1970-71	Kenneth Mortimer	D. E. (Gene) Colborn	G. William Hammer	Charles B. Kent Jr.	Joseph Bothman
1971-72	D. E. (Gene) Colborn	Eugene E. Hickey	G. William Hammer	Frank Hughes	Joseph Bothman
1972-73	D. E. (Gene) Colborn	Eugene E. Hickey	Dave Renard	Frank Hughes	Joseph Bothman
1973-74	Eugene E. Hickey	Frank Hughes	Dave Renard	Dean Freytag	Gayle Olson
1974-75	Eugene E. Hickey	Frank Hughes	Dave Renard	Dean Freytag	Charles Hitchcock
1975-76	Eugene E. Hickey	Frank Hughes	John A. Dorsam	Stewart Marshall	Charles Hitchcock
1976-78	Eric Bracher	Craig Brown	John A. Dorsam	Johnnie C. Reid	Charles Hitchcock
1978-80	Craig Brown	Paul Shimada	John A. Dorsam	Jim Williams	Jack Rice
1980-82	R. H. Huebenthal	Paul Shimada	Clyde Gerald	Johnnie C. Reid	Eric Lundberg
1983-84	A. H. Weir	R. Dupont	E. W. Hutchinson	J. Kurilec	H. Friesin
1984-86	Paul Shimada	R. Dupont	R. Shoup	J. Kurilec	A. Turner

## Officers, Bulletin Editors, Office Managers 1935-1985 cont.

## Office Managers 1935-1985

Western VP	Southern VP	Secretary	Treasurer	Office Manager	BULLETIN Editor
		Harry Bondurant	William Rau		
		Harry Bondurant	William Rau		
		V. C. Underwood	William Rau		
		George Kruez Jr.	W. L. Tomlinson		
		William Ackerman	Kenneth Cromwell		
		Jack Leonard	Isaac Goodwin		
		Adrian Buyse	Paul Kissel	Al Kalmbach	Al Kalmbach
		Victor Ketcham	Wesley Graham	Al Kalmbach	A. Buyse
		Victor Ketcham	Wesley Graham		
		Victor Ketcham	Frank Anderson		L. Sagle
		B. Gottlieb	Frank Anderson		A. Buyse
		B. Gottlieb	Hugh L. Jack		A. Buyse
		B. Gottlieb	Hugh L. Jack		H. Eighmey
		B. Gottlieb	Ed Ravenscroft		H. Eighmey
		Clarence Coleman	Ed Ravenscroft	Edna Dunn/Bob Bast	E. Harlan
		Clarence Coleman	Ed Ravenscroft	Bob Bast	E. Harlan
		Paul Mallery	Ed Ravenscroft	Bob Bast	E. Harlan
		Paul Mallery	R. H. Huebenthal	Bob Bast	E. Harlan
		Francis S. Brown	R. H. Huebenthal	Bob Bast	T. Walsh
		Francis S. Brown	R. H. Huebenthal	Bob Bast	T. Walsh
		Francis S. Brown	R. H. Huebenthal	Bob Bast	T. Salmon
		Francis S. Brown	R. H. Huebenthal	Bob Bast	T. Salmon
		Francis S. Brown	R. H. Huebenthal	Bob Bast	T. Salmon
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	T. Salmon
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	T. Salmon
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	T. Salmon
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	G. Allen
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	K. Busch
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	B. Kitley
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	B. Kitley
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	R. Yoder
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	R. Yoder
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	A. True
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	A. True
		Charles B. Kent Jr.	R. H. Huebenthal	Bob Bast	A. True
		Jack H. Weir	R. H. Huebenthal	Bob Bast	Whitney Towers
		Jack H. Weir	R. H. Huebenthal	Bob Bast	Whitney Towers
		Jack H. Weir	R. H. Huebenthal	Bob Bast	Whitney Towers
		Jack H. Weir	R. H. Huebenthal	Bob Bast	Whitney Towers
		Jack H. Weir	Craig Brown	Bob Bast	Whitney Towers
		Jack H. Weir	Craig Brown	Bob Bast	Whitney Towers
		Jack H. Weir	Craig Brown	Bob Bast	Whitney Towers
		Jack H. Weir	Craig Brown	Bob Bast	Whitney Towers
		Jack H. Weir	John Holmes	M. Reber	Whitney Towers
		Jack H. Weir	John Holmes	M. Reber	Whitney Towers
		W. Becker	Tom Draper	M. Reber	D. Mitchell & M. Schafer
		W. Becker	Tom Draper	M. Reber	Mike Carlson
		W. Becker	Tom Draper	Carolyn Kelley	Mike Carlson
Stephen E. Donohoe					
Stephen E. Donohoe					
C. Walter Mendenhall					
C. Walter Mendenhall					
Whitney Towers					
Whitney Towers					
Whitney Towers					
Jack A. Hofmann					
Jack A. Hofmann					
Robert J. Jefferys	Howard W. Schaeffer				
Harvey J. Vander Veen	Arthur M. True				
Harvey J. Vander Veen	Cliff Robinson				
Edwin Hibben	Robert Jones				
Edwin Hibben	Robert Jones				
Ross Heriot	Cliff Robinson				
Ernest Mattschei	Verner H. Yarbrough				
Ernest Mattschei	Verner H. Yarbrough				
Paul Shimada	Harold D. Conner				
Paul Shimada	Harold D. Conner				
Eric Bracher	Les Baynard				
Eric Bracher	Les Baynard				
Eric Bracher	James T. Gibson				
Paul Shimada	James T. Gibson				
Bob Dupont	Stan Parker				
Ernie Mattschei	Robert Lee Ellis				
D. Damgaard	Robert Lee Ellis				
D. Damgaard	E. Quin				

## NMRA Trustees-Regional Presidents 1945-1985

# NMRA Trustees-Regional Presidents 1945-1985

The trustee named is the trustee in office on January 1 of the year listed. First region created 1944.

YEAR	REGION			
	NORTHEAST	NIAGARA FRONTIER	NORTH CENTRAL	THOUSAND LAKES
1945				
1946	H. P. Eighmey		H. W. Campbell	
1947	H. P. Eighmey		R. E. Barton	
1948	F. W. Reigel	A. Buyse	R. E. Barton	
1949	F. W. Reigel	A. Buyse	E. H. Beck	
1950	A. Hazen	A. H. Lomay	F. W. Gresham	R. F. Smith
1951	W. W. House	V. Ryan	F. W. Gresham	R. F. Smith
1952	I. S. Preble	G. Hunt	P. D. Lawson	K. F. Nalty
1953	I. S. Preble	G. Hunt	E. H. Allen	J. T. Joyce
1954	W. Roundy	H. L. Jack	E. H. Allen	J. T. Joyce
1955	W. Roundy	H. R. Loveless	G. Brant Jr.	J. T. Joyce
1956	J. E. See	F. Sadlo	B. Fate	J. T. Joyce
1957	J. E. See	F. Sadlo	B. Fate	P. M. Congdon
1958	I. F. B. Lloyd	C. L. Fargo	R. P. Brinkman	E. E. Hickey
1959	I. F. B. Lloyd	C. L. Fargo	R. P. Brinkman	R. T. Junge
1960	D. S. Smith	F. S. Brown	R. P. Brinkman	G. Isaacs
1961	D. S. Smith	F. S. Brown	J. R. Welch	D. T. McKinnon
1962	L. S. Frankel	V. Sturdy	J. R. Welch	C. A. Stuppy
1963	L. S. Frankel	V. Sturdy	A. H. Weir	G. T. Mellinger
1964	D. S. Robinson	V. Sturdy	A. H. Weir	G. T. Mellinger
1965	D. S. Robinson	E. Van Leer	A. H. Weir	R. J. Dew
1966	J. Alexander	E. Van Leer	L. O. Lauer	R. J. Dew
1967	J. Alexander	C. E. Homuth	L. O. Lauer	R. J. Dew
1968	G. A. Wagner	C. E. Homuth	L. O. Lauer	
1969	G. A. Wagner	G. Houde	L. O. Lauer	H. Downs
1970	R. Towle	G. Houde	H. Bushnell	K. Stroup
1971	R. Towle	D. R. Lee	H. Bushnell	K. Stroup
1972	R. Towle	D. R. Lee	E. Cummings	G. M. Olson
1973	G. K. Harvey	D. R. Lee	E. Cummings	G. M. Olsen
1974	G. K. Harvey	J. D. Middleton	M. R. Harvey	C. A. Goodall
1975	G. K. Harvey	E. Haydon	M. R. Harvey	C. A. Goodall
1976	G. K. Harvey	E. Haydon	A. Daehler	C. A. Goodall
1977	F. Driscoll	M. Sullivan	A. Daehler	R. Dew Jr.
1978	F. Driscoll	M. Sullivan	A. Daehler	R. Dew Jr.
1979	F. Driscoll	E. Hutchinson	A. Daehler	H. Friesen
1980	F. Driscoll	E. Hutchinson	R. Clark	H. Friesen
1981	D. Messer	D. Birmingham	R. Clark	D. Durr
1982	D. Messer	D. Birmingham	R. Clark	D. Durr
1983	D. Messer	D. Birmingham	R. Clark	N. Andrusiak
1984	D. Messer	R. Bareham	E. Mahalak	N. Andrusiak

## NMRA Trustees-Regional Presidents 1945-1985 cont.

	PACIFIC NORTHWEST	PACIFIC COAST	ROCKY MOUNTAIN	MIDWEST
1945		V. P. Guess		
1946		D. H. Packard		J. L. Mueller
1947		J. L. Munson		E. E. Ruhland
1948		J. L. Munson		R. Trepton
1949		J. L. Munson		R. Trepton
1950	G. R. Hearn	R. C. Walker	O. R. Breksfird	R. C. Adams
1951	L. Mansfield	A. C. Blair	H. D. Rockwell	R. C. Adams
1952	S. E. Donohoe	W. Webb	H. D. Rockwell	G. W. Long
1953	R. M. Perry	W. Mason	B. Wehrle	R. Deatherage
1954	J. T. Labbe	L. Keeling	R. F. Schlip	A. B. Bradley
1955	J. T. Labbe	L. Keeling	R. F. Schlip	A. B. Bradley
1956	W. H. Hewlett	L. Keeling	B. Bowen	A. B. Bradley
1957	W. H. Hewlett	K. P. Busch	B. Bowen	R. B. Browne
1958	P. N. Adskim	K. P. Busch	R. D. Stull	P. Callahan
1959	J. Leibrich	J. Hoffman	R. Slattery	R. Kernen
1960	J. Leibrich	J. Hoffman	R. Slattery	C. Love
1961	E. N. Hibben	J. Hoffman	J. E. Dickershow	K. Mortimer
1962	W. A. Doe	C. E. Wischstadt	J. E. Dickershow	C. Dehnert
1963	W. A. Doe	C. E. Wischstadt	E. W. Chaim	W. Angus
1964	F. Wilson	P. Shimada	E. Bell	W. Angus
1965	F. Wilson	P. Shimada	E. Bell	R. M. Perry
1966	K. W. Nottingham	R. N. Houser	E. Schmutzler	W. A. Gardner
1967	H. A. Durfy	R. N. Houser	H. B. Short	W. A. Gardner
1968	R. V. Day	E. Mattschei	H. B. Short	I. Falk
1969	R. V. Day	E. Mattschei	H. B. Short	I. Falk
1970	R. Heriot	W. Towers	R. Stull	F. Hughes
1971	R. Heriot	W. Towers	R. Stull	H. W. Barber
1972	R. Heriot	E. Bracher		M. Brasher
1973	R. Heriot	E. Bracher	F. Fletcher Jr.	W. J. Ehlert
1974	J. Whaley	J. Sheets	F. Fletcher Jr.	S. Marshall
1975	J. Whaley	J. Sheets	M. Hicks	S. Shoe
1976	J. Whaley	B. Dupont	M. Hicks	M. G. Brasher
1977	W. Wilt	B. Dupont		L. Bushfield
1978	W. Wilt	D. W. McCord	E. Lundberg	L. Bushfield
1979	W. Wilt	D. W. McCord	E. Lundberg	L. Bushfield
1980	W. Wilt	H. Mentzer	E. Lundberg	S. King
1981	E. Jones	H. Mentzer	A. Turner	S. King
1982	E. Jones	H. Mentzer	A. Turner	S. King
1983	E. Jones	H. Mentzer	A. Turner	S. King
1984	E. Jones	R. Ferguson	A. Turner	B. Moskel

## NMRA Trustees-Regional Presidents 1945-1985 cont.

	MID-CONTINENT	MID-EASTERN	LONE STAR	MID-CENTRAL
1945				E. R. Campbell
1946		C. F. Nixon		H. A. Schultz
1947		E. Holbrook		H. A. Schultz
1948		L. C. Mayers		H. A. Schultz
1949		L. C. Mayers		H. A. Schultz
1950	R. L. Schucker	J. C. Matthews		P. W. Baughman
1951	G. E. Bell	R. L. Schraedley		W. E. Miller
1952	G. H. Brown	L. E. Shuffstall	C. Smith	I. P. Saylor
1953	R. S. Barnes	L. E. Schuffstall	W. C. Davison	R. D. Ringer
1954	H. M. Boyer	F. M. Weber	C. Mailander	V. Ritzenthaler
1955	H. M. Boyer	F. M. Weber	C. Mailander	V. Ritzenthaler
1956	R. W. Whitsett	R. E. Kling	O. S. Lattimore	V. Ritzenthaler
1957	L. Reid	C. L. Gerald	O. S. Lattimore	J. P. Dean
1958	B. Corbin	C. Whitehouse	C. Dyer	J. P. Dean
1959	R. Whelove	D. Burdick	C. Dyer	L. E. Paune
1960	H. Steeples	D. Burdick	C. Dyer	L. E. Paune
1961	C. W. Henkel	L. T. White	I. J. Nash	H. S. Schwartz
1962	F. T. Davis	L. T. White	T. G. Walsh	H. S. Schwartz
1963	J. D. Lawrence	D. E. Colburn	C. J. Parnell Jr.	J. A. Slanser
1964	R. W. Turner	D. E. Colburn	W. R. Brown	J. Rhinehardt
1965	E. Schaffer	G. W. Hammer	W. R. Brown	J. Rhinehardt
1966	M. Klippinger Jr.	G. W. Hammer	T. G. Zengerle	F. W. Peterson
1967	W. K. Weston	J. A. Dorsam	T. G. Zengerle	F. W. Peterson
1968	J. Bothman	J. A. Dorsam	H. Connors	D. Freytag
1969	J. Bothman	G. Johnson	H. Connors	D. Freytag
1970	R. K. Worthman	G. Johnson	W. C. Boyd	D. Santell
1971	A. C. Brown	D. E. Renard	W. C. Boyd	D. Santell
1972	C. Hitchcock	D. E. Renard	R. G. Jones	J. E. Reber
1973	C. Hitchcock	W. R. Price	R. G. Jones	J. E. Reber
1974	L. V. Leupold	W. R. Price	H. Van Auken	J. E. Reber
1975	J. C. Rice	T. Meredith	H. Van Auken	G. Stovicek
1976	J. C. Rice	T. Meredith	D. D. Milton	G. Stovicek
1977	J. A. Milroy	R. Shoup	D. D. Milton	G. Stovicek
1978	J. A. Milroy	R. Shoup	M. Eskew	W. A. McClelland
1979	J. A. Milroy	G. L. Rex	M. Eskew	W. A. McClelland
1980	K. R. Cline	G. L. Rex	V. Ball	L. Miller
1981	A. Pollock	M. C. Meem	E. E. Quin	J. Leffard
1982	A. Pollock	H. C. Meem	E. E. Quin	J. Leffard
1983	A. Pollock	N. Garber	E. E. Quin	J. Leffard
1984	J. D. Hammer	N. Garber	E. E. Quin	C. J. Riley

## NMRA Trustees-Regional Presidents 1945-1985 cont.

	SOUTHEASTERN	BRITISH	SUNSHINE	PACIFIC SOUTHWEST
1946		A. C. Curtis		
1947	T. Walters	C. H. Lake		
1948	T. Walters	C. H. Lake		
1949	F. J. Delk	K. Brennan		
1950	N. D. Whittaker	J. W. Whitworth		
1951	N. D. Whittaker	J. W. Whitworth		
1952	W. M. Craig	J. W. Whitworth		
1953	E. N. Turner	J. W. Whitworth		
1954	V. H. Yarbrough	J. W. Whitworth		
1955	V. H. Yarbrough	J. W. Whitworth		
1956	M. Craig Jr.	J. W. Whitworth		
1957	M. Craig Jr.	J. W. Whitworth		
1958	(inactive)	M. Waller		
1959	H. Schaefer	M. Waller		
1960	H. Schaefer	A. L. Firth		
1961	H. Schaefer	A. L. Firth	J. Darby	
1962	J. T. Gibson	A. L. Firth	J. Darby	
1963	J. T. Gibson	E. J. Robertson	A. True	
1964	J. T. Gibson	E. J. Robertson	A. True	
1965	C. J. Faulstich	A. Day-Winter	W. Miller	
1966	C. J. Faulstich	G. W. Gregory	L. Baynard	
1967	W. A. Bryan Jr.	H. G. McGhee	R. B. Greenbaum	
1968	W. A. Bryan Jr.	K. Copon	R. B. Greenbaum	
1969	R. Keeley Jr.	H. G. McGhee	S. Parker	
1970	R. Keeley Jr.	A. P. Dunbar	S. Parker	
1971	P. Curlee	A. L. Firth	R. Harris	
1972	P. Curlee	G. M. Edge	R. Harris	
1973	A. M. Bennett	G. M. Edge	S. Parker	
1974	T. E. Bailey	P. M. Harvey	W. Locke	
1975	J. G. Bennett	P. J. Page	R. E. Chait	
1976	J. G. Bennett	D. D. Daview	R. E. Chait	
1977	D. Murray	S. S. Park	D. Dunstan	
1978	J. Ketchersid	S. Park	D. Dunstan	
1979	J. Ketchersid	S. Park	E. E. Trundle	
1980	J. Ketchersid	S. Park	E. E. Trundle	
1981	R. Brokaw	S. Park	L. P. Brennan	
1982	R. Brokaw	S. Park	L. P. Brennan	
1983	L. Smith	S. Park	T. Hammond	R. Rowe
1984	L. Smith	S. Park	T. Hammond	R. Rowe

### SOUTHERN CROSS (Region became inactive in 1967.

Region was reactivated as the  
Australasian Region in 1983.)

1952	J. Robinson
1956	B. J. Cotter
1957	B. J. Cotter
1958	B. J. Cotter
1959	J. T. Moss
1960	J. T. Moss
1961	A. E. Blucher
1962	A. E. Blucher
1963	B. T. Hammersley
1964	B. T. Hammersley
1965	J. Wheeler
1966	J. Wheeler
1967	A. Johnston
1983	
1984	J. F. Saxon



Lonnie Boster (left), St. Louis Area Director for the Mid-Continent Region, recently awarded combined MCoR/NMRA Youth Memberships to Youth Model Contest winners, Steve Berger and Dan

Gawdzinski. NMRA Membership/Promotion Chairman Jim Hammer (right) welcomed them as the first two enrollees into the new Youth Membership program of the NMRA.

## The Membership/Promotion Department looks ahead

by James D. Hammer, General Chairman

This issue of the BULLETIN is bringing you a review of the fifty-year history of the NMRA. Along with every other reader, I'm going to enjoy this look back upon what has happened since that day fifty years ago when a handful of model railroaders formed this organization. We're going to see that through its leadership, its Standards and the individual and collective efforts of its membership, the NMRA has fostered the growth of model railroading as a major creative hobby activity.

But the challenge of the next fifty years is upon us. And how we collectively meet that challenge will determine how viable we are as an organization.

**CHALLENGE ONE:** Our responsibility regarding Standards and Recommended Practices hasn't ended. Almost daily, we are seeing new ideas, products and procedures being offered to help us enjoy our hobby. Therefore, we must continue to test for conformance, reliability and operating efficiency. We must remain as the focal point of the model railroading hobby and industry. We must be a part of the research and experimentation needed to continually improve our operating standards and methods.

**CHALLENGE TWO:** We must redouble our efforts to promote closer understanding and cooperation among model railroad manufacturers, distributors, dealers, publishers, consumers and the general public. Definite steps forward are already being made. We'll form a task force with the model railroad industry at the Milwaukee convention to help us achieve this objective. And, the NMRA has embarked upon an aggressive program to help promote our hobby. The results will benefit the industry as well as the NMRA and every model railroader.

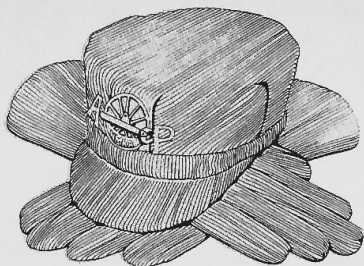
**CHALLENGE THREE:** We must assume our proper responsibility for the preservation of the history of model railroading as well as allied information. The A. C. Kalmbach Memorial Library at NMRA Headquarters will go a long way toward meeting this challenge.

**CHALLENGE FOUR:** We must stay true to our mission to promote

fellowship among model railroaders. This is one of the most valuable benefits we receive from our membership in the NMRA, the regions, the division and all other groups which have been formed because of involvement with the parent organization. The close fellowship and friendships which have developed among NMRA members help to supply the social needs of every one of us.

**CHALLENGE FIVE:** There is the matter of family fun. Just in case you didn't know it, model railroading has evolved into a FAMILY HOBBY! Activities for the ladies are an important part of convention schedules; at the same time, many ladies have become active modelers. In fact, it's not at all unusual to see them taking top prizes in the model contests. Our youth members often do the same thing, inspired and encouraged by their proud dads. It happens even more in the photo contests, since photography is such a vital element of our hobby. But even if the family is content to simply enjoy the social activities, the NMRA has plenty to offer. We recognize the value of FAMILY PARTICIPATION. And the NMRA knows that a youngster or teen actively involved in a creative pastime (often with a parent) is perhaps the *least* likely to suffer personal difficulty. NMRA membership is a healthy, wholesome and enriching experience for the ENTIRE FAMILY! As you already know, we recently adopted a new membership class for all persons under the age of 20 years. This places the youth on an equal basis with their adult family members, as far as participation in the NMRA is concerned, at just two-thirds the cost. And for the youth who's not a part of a model railroading family, it affords him the opportunity to get involved at a modest cost.

**CHALLENGE SIX:** The primary responsibility to formulate the plans and procedures to meet these challenges lies with the elected and appointed leaders of the NMRA, the regions and the divisions. But they can't do it alone. They need the help of every member. Your suggestion can many times be the key to solving the problem or putting the plan into motion. And your willingness to help as a volunteer, when called upon, will enhance our chances for success. ☒



## History of the Achievement Program

by Willis (Bill) Ehlert

The Achievement Program began as an awards plan proposed by Hal Carstens, editor of RAILROAD MODEL CRAFTSMAN. The published proposal caused a large volume of reader mail. This material was turned over to NMRA President Leighton Keeling who appointed two committees under the guidance of Watson House and David Stearns to develop a single report for the February 1960 BOT meeting.

It was at the Chicago BOT meeting in February 1961 that a basic plan was presented by a group of NER modelers led by Doug Smith, who became the first national chairman and the first Master Model Railroader. At the beginning it was called the Achievement Awards Program. The program was formally adopted as an NMRA activity at the BOT meeting at the Cleveland convention in 1961. At the beginning there were nine categories with completion of six needed for Master Model Railroader. Later the scenery category was added.

Jack Kirby Taylor MMR from the MWR became the second national chairman in the fall of 1962. It was under Taylor's guidance that the parameters and the specifics of the categories as we know them today were set. In December 1962 he proposed the addition of the scenery category as well as proposing that an MMR must have a certificate in each of the four areas of the hobby. He was aided in this by the earlier participants and designers of the awards program. The revised and redesigned program was submitted and approved at the mid-year meeting of the BOT in St. Louis in 1963. In 1964 "awards" was dropped from the title and "Achievement Program" was made official. This was done to avoid the misunderstanding that the program was an honors program.

In August 1964, John A. Nalls, LSR, became the third national chairman. He served until 1966 when Philip Kohl took the reins. It was at this time that the vice chairman's processing of SOQ's began with Jack Weir performing the duties. Rick Shoup took over in 1973. In 1967, Frank Hamilton became the first dispatcher and remained in this job until 1980. At this time the AP did not recognize divisional contests for AP credit because models winning Best of Show, First, Second or Third and Honorable Mention in regional and national contests qualified for AP credit whether they earned 87½ points or not. This was changed in the mid-1970's when any model earning 87½ points in any contest qualified for Merit and therefore qualified for AP credit. The 87½ points had to be earned to qualify.

In January 1970, after four years of fine leadership, Phil Kohl turned the chairmanship over to Paul Moon MMR, MCoR. By 1970 thirty members had earned their MMR's with 1311 certificates awarded. By 1971, after ten years, the program had awarded thirty-six MMR's and over 1500 certificates.

Don McKinnon, TLR, became the national chairman in August 1972. He directed the program until June 1974 when Dr. George Mellinger, MMR, MCoR, took over. Doc put in an active three-and-a-half years with refinements and changes in the regulations. He was succeeded in January 1979 by Bill Ehlert, MMR or the MWR.

By 1985 twenty-four years after the initiation of the idea of an Achievement Program, over 100 members are Master Model Railroaders and over 3100 certificates have been awarded. The 100th MMR was awarded to John M. Smith at the Winnipeg convention in 1983.

The Achievement Program is one that strives to encourage excellence in the modeling activities of the hobby and to encourage participation in the service to others in the hobby. The Master Model Railroader represents a balanced approach to the hobby by recognizing a modeler who not only excels in modeling but also has given time to help others in the hobby. It is a program of excellence! ☼

### Master Model Railroaders

as of June 1, 1985

- |                                |                            |
|--------------------------------|----------------------------|
| 1. Smith, Douglas S.           | 57. Nelson, John W.        |
| 2. Van Leer, Edward M.         | 58. Pick, Thomas S.        |
| 3. Taylor, Jack Kirby          | 59. Ehlert, Willis J.      |
| 4. Mallery, Paul               | 60. Hawes, Ralph W.        |
| 5. House, W. Watson (D)        | 61. Cummings, Edward M.    |
| 6. Walthers, William K. (D)    | 62. Seibert, C. L. Jr.     |
| 7. Ravenscroft, Edward A.      | 63. Briskman, Norman S.    |
| 8. Jones, Robert Gordon        | 64. Eggert, Richard O.     |
| 9. Preble, Ivan S. (D)         | 65. Tangney, James F.      |
| 10. Dohn, Dr. Roy F.           | 66. Lewis, Raymond F. (D)  |
| 11. Walsh, Terry G.            | 67. Kennerley, Bill        |
| 12. Heffner, Dr. Edward A. (D) | 68. Mellander, Deane       |
| 13. Robinson, Donald S.        | 69. Thompson, E. LeRoy     |
| 14. Russell, Harold W. Jr.     | 70. Costello, Edward J.    |
| 15. Oliphant, Jock             | 71. Queyrel, Louis         |
| 16. Gardner, Willard A.        | 72. Johnson, Dr. Earl T.   |
| 17. Conner, H. D.              | 73. Slater, John G.        |
| 18. Hewlett, William H. (D)    | 74. Dubery, Frank R.       |
| 19. Olevsky, Walter            | 75. Foulds, Blair (D)      |
| 20. Curry, J. L.               | 76. McClelland, W. Allen   |
| 21. Mailander, C. M. (D)       | 77. Traub, Carl A.         |
| 22. Homuth, Carol E.           | 78. Bennett, Ben           |
| 23. Bracher, Eric              | 79. Kurilec, Joseph C.     |
| 24. Hickey, Eugene E.          | 80. Turner, Albert Jr.     |
| 25. McCoy, Charles L.          | 81. Lundberg, Eric         |
| 26. Weston, Warren K.          | 82. Williams, Ronald E.    |
| 27. Lee, David R.              | 83. Joiner, Lorell         |
| 28. Black, Lawrence F. Jr.     | 84. Haydon, Edward         |
| 29. Hughes, Francis T.         | 85. Murray, Frank W.       |
| 30. Moon, Paul F.              | 86. Alexander, Jack        |
| 31. Davis, Theodore W.         | 87. Westerfield, Al        |
| 32. Sorenson, Milton G.        | 88. Durrenberger, Cyril J. |
| 33. Lundquist, Carl            | 89. Widmar, John L.        |
| 34. Norcross, Ted M. Jr.       | 90. Hale, W. Miles         |
| 35. Renard, David E.           | 91. Freitag, Gilbert       |
| 36. Parshall, Karl E. (D)      | 92. Schreiber, Larry       |
| 37. Bradley, Richard E.        | 93. Dippert, William       |
| 38. Steele, Robert E. (D)      | 94. Wilhelm, Dr. Robert F. |
| 39. Silveria, Robert A. (D)    | 95. Nycse, Larry           |
| 40. Harvey, Graham K.          | 96. Eckstein, Thomas P.    |
| 41. Martin, Charles F.         | 97. Riley, C. J.           |
| 42. Mellinger, Dr. George (D)  | 98. Swain, Stafford        |
| 43. Chait, Dr. Robert E.       | 99. Wissinger, John        |
| 44. Konrad, George             | 100. Smith, John M.        |
| 45. Lorence, William G.        | 101. Knapp, Thomas Ray Jr. |
| 46. McKenna, Frank L. (D)      | 102. Potts, Alan R.        |
| 47. Eckstein, Charles E.       | 103. Gardner, Robert J. D. |
| 48. Nichols, Joseph J.         | 104. Kloster, Palmer L.    |
| 49. Johnson, George R.         | 105. Riegger, Hal          |
| 50. Hammer, G. William         | 106. Taylor, Douglas C.    |
| 51. Blackwood, Norman B.       | 107. Sevier, George F.     |
| 52. Van Cleef, Robert A.       | 108. Carson, Gerald V.     |
| 53. Rothberg, Ira (D)          | 109. Kocsis, Joseph        |
| 54. Slanser, Joseph A.         | 110. Rajca, Stan H.        |
| 55. Tarjany, Ronald D.         | 111. Konrad, Gregory F.    |
| 56. Manlick, Donald B.         | 112. Cheever, Bruce B.     |

1985 August

## HISTORY OF THE REGIONS



1943



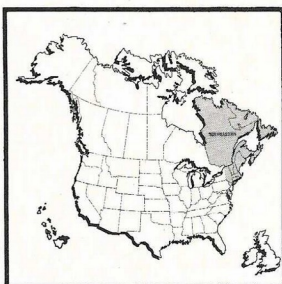
1985

# THE History OF THE Regions OF THE NMRA

## History of the Northeastern Region



by John F. Dias



The Northeastern Region of the NMRA came into being April 27-28, 1946, at the Kingston (N.Y.) Model Railroad Club at the instigation of Allen Hazen and Henry Eighmey. The latter and Henry Page became co-chairmen with 72 charter members present.

In June 1946, *THE NER BULLETIN* was published. For the third issue, in March of 1947, the name was changed to *THE COUPLER*, and *THE COUPLER* it has been ever since. Conventions have been held twice a year ever since the first in October of 1946, in Hartford, usually in April and October.

In 1949 a coupler committee was formed, headed by Paul Mallery and Stan Bradley. The "horn-hook" coupler was the result.

Life memberships were instituted in September 1954. The first Delaware trophy had been awarded the previous spring. A mailing office and an assistant treasurer were established in the spring of 1955.

Up to this time election of directors had been by those members present at the convention each fall, but in 1957 proxy voting was instituted. A mail ballot had been proposed but did not arouse sufficient interest. In May 1961, a nominating committee was formed. Officers were still elected by the board of directors.

In 1962 divisions were authorized, and the constitution was also amended to provide for the election of the board of directors by mail ballot. Soon pressure for divisional representation on the board of directors resulted in election every other year of representatives of five subregions, with four directors-at-large in the alternate years, effective in 1967. Two years later, the at-large members were eliminated. At the same time, election of the president and vice president by the mail ballot, instead of by the board of directors, was instituted. The constitution remains the same; the by-laws have been changed by the board of directors as necessary, but nothing earth-shaking.

Joint meetings with other regions were held in May 1956 at Trenton with the Mideastern Region, in May 1960 at Elmira with the Niagara Frontier Region and a tri-regional one in February 1970 at Binghamton with the Mideastern and Niagara Frontier regions.

## History of the Niagara Frontier Region



by Ron Bareham



In response to petitions signed by members of the Buffalo, Hamilton, Rochester and Toronto clubs and presented to the Board of Trustees of the NMRA, a charter was granted to the NFR.

At the first business meeting, which was held in Buffalo, Wilbur E. Hare, president of the National Model Railroad Association presented the charter to Al Kamm who acted as temporary chairman of the meeting. After the presentation, Adrian Buyse of Rochester, was elected as the first president; Al Kamm of Buffalo, vice president; Borden Lilley of Toronto, secretary and Keith Doan of Rochester, treasurer. The newly formed region was invited by the Hamilton members to hold the next convention in their city, and this invitation was accepted.

Informality marked the early period of the organization. It was agreed that instead of dues, each person present at a meeting would contribute fifty cents to defray regional expenses. The regional territory was originally within a radius of one hundred miles of Buffalo. A few years later, this area was enlarged to include all of Ontario, New York—west of a line that included Binghamton, Auburn and Watertown—and the northern tier of counties of Pennsylvania. In 1954 the region adopted a revised constitution in which the amount of the annual dues was increased to one dollar. It's a tribute to our treasurers that our financial needs were covered at this rate for nearly eighteen years.

The region has been in the forefront of many activities. Perhaps one of the most notable was the introduction of clinics as early as the third convention under the guidance of some of our present Rochester members.

The late John Wragg and his successors, especially Dave Roberts, developed and refined the model contest to a very high standard. Meticulous judging guidelines were compiled for the use of the contest judges. More recently, these have been available to the members at cost, and have helped to bring along many novice modelers to heights they didn't know they could climb. Several NFR members have won first prizes in NMRA contests. The most notable achievement was perhaps that of Jim Hopper of Sarnia, who won the Gold Award at the

1975 Dayton convention.

The NFR has had its own ladies' program for many years under several different ladies. This has served to make the biannual conventions more attractive to modelers and their spouses. A fairly recent innovation has been the dance following the banquet. It has proved to be a popular event.

The banquet has had, wherever possible, slides of the winning models and ladies' contest winners, and also the best slides in the photo contest.

The regional newsletter, *THE FRONTIER FLIMSY*, has served the members well over the years since 1972. Noteworthy crews were those of Rick Oliver, Tony Kerr and Bill McMillan to fall 1976, and the combination of Ed Haydon and Carol Homuth from 1976 to 1983-84. In late 1983, Don McMurrich took over as editor and has worked to improve the overall appearance.

In 1978, the region turned to computers for maintaining its membership and for printing mailing labels. This service has recently been taken over by an NFR member, President Sue Brigg's husband Jeff, for improved service and refinement.

In 1982, the NFR was proud to see elected as Eastern vice president of the NMRA, Edgar Hutchinson. Edgar was the first Canadian from the NFR to hold an elected NMRA office. Edgar was instrumental in appointing several other NFR members to national office.

Costs increase, and with them, dues. In May 1984, the annual dues for a regular member rose to \$5. Also, in May 1984, a revised constitution and by-laws with recommended practices was adopted. These, along with the contest judging guidelines, the convention chairman's guide and the position description manual, codify the way the NFR operates in 1985. Proposed new services include a directory of members (at cost).

Although the NFR now operates under more formal rules than it did in its early days, it is still basically the same friendly organization.

## History of the North Central Region



by Conrad Kien  
and Edward E. Mahalak



The North Central Region will be celebrating 40 years as part of the NMRA. The region will sponsor an anniversary convention scheduled for the spring of 1987.

It was reported in the October 1946 NMRA BULLETIN that an organizational meeting of the North Central Region was scheduled for Detroit, Mich., on Sunday, Oct. 27. The business session was called to order at 10 a.m. in the club room at 901 West Jefferson Avenue.

It was later reported in the January 1947 BULLETIN that the North Central Region organized in Detroit with the cities of Albion, Adrian, Dearborn, Detroit, Jackson, Midland, Saginaw (Michigan), and Cleveland, Lima, Toledo (Ohio), and Fort Wayne (Indiana) on Oct. 27, 1946.

According to our report, Bill Maguire acted as engineer on the "first train," with Bernie Gottlieb as fireman.

Boundaries of the new region were left in a "flexible state" so those preferring some other division could ride the rods of their choice. No "book o' rules" was adopted, but a crew consisting of Henry Campbell of Toledo as engineer, Kirke Comstock of Albion as fireman, and Don Jardine of Lima as passenger agent, was selected to guide the new region to success. The next "train" was scheduled into Lima on Jan. 27.

Further data on this meeting reveals that "Brass hat Ed Campbell of Pittsburgh handed out part of the consist for the future of this division," and "that inimitable publicity man 'Cap' Snell of the Centinella Valley Railroad (hangover of the convention) gave with some propaganda about 'Go West in '47.'"

During several interviews with our good friend Bill Maguire, who by the way is still active in model railroading, we were able to put together a history of the beginning of the North Central Region.

Bill, during those early days, took a trip to Milwaukee to report on what the NMRA was all about. With this information obtained at Mil-

waukee the members agreed to become part of the NMRA and hold its official convention.

The convention was held January 1947 in Lima, Ohio. The Lima Locomotive Works opened its doors to show the last of steam under construction.

The driving force of the NCR was the O Gauge Club. The O Gauge Model Railroad Club was located in Detroit at 901 West Jefferson Avenue. There was a layout and club room for the members. The O Gauge Club has had many members and locations over the years. The club, with new faces along with the older members, is presently located in Holly, Mich.

The NCR largely owes its existence as a region and as a part of the NMRA to these dedicated individuals.

In 1949, after several year's experience, the directors decided to reduce the meetings to two per year... a format that has endured to this day.

Tragedy struck the NCR in 1950, when President Emil "Pop" Beck was fatally injured on board a trolley fantrip at the national convention in Milwaukee.

Until 1953, the spirit of such hobby pioneers as Emil "Pop" Beck, Bernie Gottlieb, Paul Larson, Kirt Comstock, Dr. Eber Allen and many others has carried the new region without benefit of a constitution. In the summer of 1953 a constitution was drafted, and it was adopted by the membership in the fall of that year.

1953 also saw the first issue of the *HOT BOX* newsletter. This single-page mimeographed bulletin carried news of upcoming events and published results of past conventions. However, a limited budget called for publication only two times a year.

By 1959 the Board of Directors was meeting four times a year. It became obvious that more current news coverage of events was necessary.

The *HOT BOX* became a quarterly periodical with the Lansing Club taking on publishing duties.

This expansion in coverage also meant expanded costs... the solution was to make the NCR a dues-paying region... by 1962 members were required to pay \$1 per year to belong to the region.

It wasn't until 1972 that divisions were formed in the NCR. Although for a very short time there was mention of a "Division 1" in Michigan's Upper Peninsula.

With more than 80 conventions and almost 40 years behind us, we look to the future eagerly... while model railroading does offer escape from the daily treadmill, the North Central Region looks forward to its broader purpose: that of meeting new friends and reunion with old ones.

The NCR is looking for black-and-white pictures, Mtl's, anything of interest pertaining to the region to put into a new history book.

## History of the Thousand Lakes Region



by Fred W. Hauser



Mr. Robert F. Smith, president of the Win City Model Railroad Association in 1949, was informed at the National Model Railroad Association convention in Denver of the issuance of the charter of the Thousand Lakes Region of the NMRA.

The organizational meeting date was set for Oct. 30, 1949. The meeting was held at the Minneapolis Union Terminal upon their invitation. The MUT Club rooms are located in the Great Northern Depot. The TCMRA also was a joint host.

The area designated as TLR was originally set as being about 300 miles in radius from the Twin Cities. A suggestion was made that "starting at Sioux Falls, Iowa, and taking in the territory bounded by a line running along the southern boundary of Woodbury, Ida, Sac, Calhoun, Webster, Hamilton, Hardin, Grurdy, Blackhawk, Buchenen and Clayton counties in Iowa, thence the Mississippi River to Prairie du Chien, the Wisconsin River to Merrill, thence along the shore of Lake

Superior to the Canadian border, along the Canadian border to the Montana-North Dakota state lines, thence south along those lines to the Missouri River, along that river to the point of beginning" be made the new boundary of the TLR.

The constitution of the TLR was formulated by the BOD on Nov. 16, 1949.

The original officers of the TLR were:

Robert F. Smith, President	1949, 1950
H. R. Baxter, Secretary	1949, 1950
Directors:	
Robert Parker	
Kenneth Nalty	
Robert Weigand	

The second annual meeting was hosted by the HO Brotherhood of Engineering Students, Hoboes in Minneapolis, Minn., in October 1950.

We hosted the national convention in Minneapolis-St. Paul in August 1956 under the slogan "Back to the Sticks in '56."

The national convention was again hosted in 1983 in Winnipeg, Canada.

The original membership in 1949 is not known. In 1955 we were at 295; as of the last report, our current membership is 281.

## History of the Pacific Northwest Region



by Sue Damgaard



The Pacific Northwest Region is the largest geographical region of the NMRA, covering the states of Alaska, Idaho, Montana, Oregon and Washington and the Canadian provinces of Alberta, British Columbia, Saskatchewan and the Northwest Territories. Its interior or divisional boundaries have changed several times over the years. At present there are seven divisions within and an eighth for our members without the geographic perimeters (eighth division including "rest of world"). All have been, and are, actively pursuing the spirit of model railroading in their own right and in cooperation with the region and the NMRA.

The Pacific Northwest Region of the NMRA was chartered late in 1947 following attendance at the national convention in Oakland, Calif., by seven northwest model railroaders—one of whom survives and is still an active part of this organization (Vic Stuhr). The seed of their enthusiasm took root and came to official fruition November of 1948 in Portland, Ore., at the first annual PNR convention, where the new constitution and by-laws were adopted and the first elected slate of officers commenced their duties. One hundred twenty-four persons attended that convention—an amazing number, considering the NMRA convention in Atlanta, Ga., that same year attracted only 218.

There have been four national conventions held in the PNR—Portland, Ore., in 1952; Vancouver, British Columbia in 1965; Seattle, Wash., in 1972 and Calgary, Alberta in 1979. All were well done and well accepted. The 1987 NMRA convention is scheduled to be in Eugene, Ore.

We've had, and have, numerous dedicated, hard-working individuals in the PNR. For example, our present region treasurer, Ed Albrecht, has held that position (and prior to a split in duties, the position of secretary/treasurer) for over 27 years, since 1957, and is still going strong. Among our share of prestigious members is John Labbe (logging master), John Allen (of Gorre & Daphetid fame), Whit Towers (long-time BULLETIN editor) and Paul Shimada (newly elected NMRA president).

I believe you can see why the PNR got off to such a good start as I quote David Lloyd Stearns—spearhead of the seven originators, first PNR president and later Western Area vice president—from the third edition of our regional paper, THE SWITCHLIST (August 1949):

*I believe the NMRA is a good thing for our hobby. Without its standards, . . . without its unified action and support of our opinions, we would be at the mercy of the whims of every individual who decided to turn out parts and supplies. The modern hobby shop, which is of such*

*service to us today, did not exist before the NMRA and could not exist today without the work the NMRA has done and is doing for model railroading. . . . It would be only for a few avid enthusiasts lucky enough—and wealthy enough—to have a well-equipped machine shop.*

*. . . I realize how much NMRA means to my own selfish enjoyment of my favorite hobby.*

*The more work I do in and for the NMRA, the more fun I'm going to get out of my model railroading. What's more, I'll be a better model rail as a result.*

*I believe in the NMRA regardless of its faults. Personally, I want to do everything I can to improve and strengthen it. The NMRA has made my hobby possible.*

*. . . The NMRA is the biggest bargain ever offered. This is my creed.*

From a beginning with about 60 members in 1948, to our current membership of just under 1000, we've come a long way; and we hope to continue growing in numbers, knowledge and friendship.

## History of the Pacific Coast Region



by Ernie Mattschei



On Sunday, Jan. 17, 1943, in the assembly room of the Metropolitan Railroad Club of Los Angeles, in the Southern Pacific Company's Central Station (Fifth St. and Central Ave.), the Pacific Coast Region (PCR) was born. Over 100 NMRA members, prospective members, guests and hobbyists from many areas in California were present when the meeting was called to order at 2:30 p.m. by Paul Lehman, acting chairman, who stated that the meeting had been called for the purpose of creating the Pacific Coast Region of the National Model Railroad Association. This meeting was also called for the purpose of electing a regional vice president, and if desired, a secretary-treasurer, or a secretary and treasurer. A resume of the various actions taken at previous meetings and of work done on the Pacific Coast by members of the NMRA leading up to the present meeting was given.

Sam McVay was appointed acting secretary to take minutes of the meeting. It was decided to have a secret ballot for the positions of region vice president and secretary-treasurer. The result of the ballot: Tex Guess was chosen vice president, and Sam McVay, secretary-treasurer.

National dues at this time were \$1 per annum, and the PCR was \$0.50 per annum.

This then, in part, was the beginning of the PCR, the first region in the NMRA, just 42 years ago.

The Executive Committee of the NMRA approved the PCR charter which described the Pacific Coast Region as the first region formed under the amended national constitution. Frank C. "Andy" Anderson, treasurer of the NMRA, presented the charter to Tex Guess, PCR region vice president on July 2, 1944, at the Channel Model Railroad Club in Santa Barbara.

The first edition of THE BRANCHLINE, our official paper, was printed and distributed to the membership in April 1944. Paul Lehman was the first editor. To date, so far as we know, THE BRANCHLINE has never missed an edition. That, for a strictly volunteer group, is quite an accomplishment!

April 1945, Tex Guess, our Prexy, was called to serve Uncle Sam. He made it through the balance of the war and now resides in central California, and is busy building an O scale layout.

Our membership had grown from the original 100 to over 375 in the first year and a half. The region held three meetings that year, with the first in Santa Ana at which Ed Ravenscroft, president of the NMRA, was a guest. The second meet was held in Oakland on Aug. 12, 1945. The East Bay Model Engineers Society was the host. The third meet was held Dec. 2, 1945, as guests of the Metropolitan Railroad Club of Los Angeles. This meet was the annual meeting and resulted in the election of the following officers: J. L. Munson, vice president; Ken Thorn-

hill, treasurer; Sam McVay, secretary.

During that year, five issues of *THE BRANCHLINE* were published. Francis Lionberger was named associate editor. Our membership was up to 402.

In May of 1946, the East Bay Model Engineers Society played host to the region again. This meeting was also the highlight of the EBMES' 14th anniversary.

In July of 1946, we offered more proof of the importance of the PCR to the leadership of the NMRA. Paul Lehman, vice president of the NMRA, furnished a copy of the PCR constitution to Henry P. Eighmey. This was for the new Northeastern Region which adopted the PCR constitution with the exception of several minor changes. Our membership rose to 631.

1947 saw Jim Munson of Oakland, Calif., elected to the presidency, with Don Packard as V.P. Sam McVay was the secretary, Cornie Anderson (brother of Rochester of the Jack Benny radio show), Lou Cameron and Earl Price were the directors. In March of that year, we appointed Kenneth E. Thornhill business manager of *THE BRANCHLINE*, and Rupert Graham to assist Francis Lionberger as associate editor. Our annual dues rose from \$0.50 to \$1 per year.

In 1948, Jim Munson was re-elected to the presidency, with Ed Scudder as V.P. James Dechert was elected secretary, with Sam McVay as assistant secretary and Cornie Anderson as treasurer. John Allen and Reg Cushing were elected board members.

An article in the April 1948 *BRANCHLINE* asks, "What is the PCR doing about trying to hold and increase the present membership?" Sound familiar? After 37 years we are *still* asking the same questions!

On Dec. 3-5, the PCR held its annual convention at the Metropolitan Model Railroad Club in Los Angeles.

In 1949 we elected Ray Walker of Long Beach as president of the PCR and Cornie Anderson as V.P. Aylmer H. Keith was appointed secretary and Sam McVay was appointed treasurer. The board members were Reg Cushing, John Allen and Barney Root. In May 1949, William H. Webb was appointed editor of *THE BRANCHLINE*, with Sam McVay as business manager. Associate editors of the newsletter were John Rice, Ernest Healey and Jack Jerrils. The annual meeting in 1949 was in San Jose, on Dec. 3-4 in the Civic Auditorium. Hosts were members of the San Jose Model Railroad Club. It was at this meeting the women present were recognized, and events were planned for them. Also in March, Vernon P. Guess was appointed business manager of *THE BRANCHLINE* to take over from Sam McVay, who got his final orders from the Chief Dispatcher on Oct. 3, 1950.

Ray Walker was re-elected president in 1950, with Norman Huber as V.P. Wm. H. Jurdan was appointed secretary and A. H. Keith was treasurer. The board members were Allen Blair, Bob White and Thornton Owen.

1951 saw Jack E. Jerrils appointed editor with Bill Webb as business manager. John A. Rice was associate editor. Allen C. Blair was elected president and Robert B. White was V.P. Garth B. Bertz was appointed secretary and John H. Gorby was treasurer. The BOD consisted of Russel C. Ahrnke, Bud Davies, Bill Webb and Jim Munson.

In August of 1952 we *almost* missed a *BRANCHLINE*, but to save the day, Bill Webb and several others pitched in and typed one out. That year our annual spring meet was held in Oakland, Calif., on March 15-16, with the EBMES hosting the event. Bill Webb was re-elected president with E. W. Strobel V.P. and Garth W. Bertz as secretary and John H. Gorby as treasurer. The BOD was Russel C. Ahrnke, Charles L. Brand, Karl P. Busch, Bud Davies and John W. Trant.

Our 1953 annual convention was held in Reno, Nev., May 8-10. The El Cortez Hotel was the site and it was a real "Hi-Ball" affair.

In 1954 the PCR held its annual convention in Los Angeles, April 30-May 2. The host clubs were the Valley Railroad Club, Inc., the Highland Park Model Railroad Club and the Carlynwood Model Railroad Club. The convention site was the Mayfair Hotel. The convention chairman was John A. Riggs. It was in 1954 that the PCR was divided into divisions. Jack A. Hoffman was editor of *THE BRANCHLINE*.

Leighton Keeling was elected president of the PCR in 1955, and H. L. Olesen was V.P. R. W. Abbott was the secretary-treasurer.

It was in 1955 that wives of the Rails rebelled at being called "RR Widows," and adopted "Railettes" as their official symbol in the PCR and NMRA. The membership was 545.

In 1956, the annual convention was held in San Jose, April 27-29. The BOD consisted of Dale Pyle, John Riggs, Jim Davies, Jack Hoffman, Dr. J. A. Hoag and Charles Burnett with Leighton Keeling as president, H. L. Olesen as V.P. and R. W. Abbott as secretary-treasurer.

1957, Karl B. Busch was elected president of the PCR with C. McDonagh Jr. as V.P. The annual convention was held at the Lafayette Hotel in Long Beach on April 26-28. Membership had risen to 709 and was steadily rising. Francis Lionberger was the editor and Harvey Vander

Veen was the circulation manager. Frank Noble took over the secretary-treasurer job.

The 14th annual meeting was in Phoenix, Ariz., on April 25-27, 1958, at the Hotel Westward Ho. It was in March that a contest directory was finally finished and published in the March *BRANCHLINE*. Subsequently, the NMRA adopted quite a bit of this directory.

In 1959, the PCR annual convention was held in Oakland, Calif. The EBMES was host, with the Hotel Leamington as the headquarters hotel.

1960 saw Jack A. Hoffman elected president of the PCR with Robert White as V.P., and Frank Noble as secretary-treasurer. Harold R. Dowell was the editor and Al Dana was the circulation manager. The convention was held in Pasadena at the Huntington-Sheraton Hotel. The convention host was the Highland Park Society of Model Railroad Engineers, Inc.

In 1961 "Ace" Wischstadt was elected president of the PCR with Gerald White as V.P. The BOD was listed at this time as Charles Underhill, Philip Dunham, Stanley Snook, Gerald White, Paul Shimada and Bob Houser. Faith Rider was the editor. The Redwood Empire Division was formed and formally accepted into the region.

In 1962 Harold Elmore became the secretary-treasurer and held that position quite some time.

In 1963, our 19th Annual Convention was held in Bakersfield, Calif., at the Bakersfield Inn on May 3-5. The PCR Hobos were the hosts for this affair. This same year, Paul Shimada was elected PCR president with Bernie Dodd as V.P. and Harold Elmore as secretary-treasurer. The BOD consisted of C. M. Underhill, Phil Dunham, Stan Snook, Bob Dangler, Stan Jones, Bill Carvin and Earl Miller.

In 1964 our membership had reached 1273. The annual convention was held in San Diego, May 1-3, at the Grant Hotel. The vice president resigned due to personal reasons, and the BOD action elected Robert N. Houser to this position.

1965, Santa Rosa was the PCR convention city, April 30-May 2 and the headquarters hotel was the El Rancho Motel. Bob Houser was elected president and Paul Franke was elected V.P. Harold Elmore was secretary-treasurer. There were 272 members registered and Bill Carvin was the editor.

The year 1966 saw our annual convention at the Mission Inn in Riverside, Calif. The president was Bob Houser and the V.P. was Ernie Mattschei. Harold Elmore was secretary-treasurer. The hosts were Bob and Eloise Babb.

In 1967 our annual convention was held in Flagstaff, Ariz., at the Holiday Inn with the Northern Model Railroad Society acting as hosts. Ernie Mattschei was elected president of the PCR with P. J. Bresee as V.P. and Harold Elmore as secretary-treasurer. Bill Carvin was the editor and Al Dana was circulation manager.

1968 saw the annual convention moved to Sacramento, May 3-5. The El Rancho Hotel was the headquarters hotel and Brad Perkins was the host. The editor was Bill Carvin with Don McCord as circulation manager.

In 1969, the 25th anniversary convention was held in Anaheim, Calif. The host was Orange Western Lines with Dick Bale as convention chairman. The dates for the convention, headquartered at the world renown Disneyland Hotel, were May 2-4. Don McCord was appointed editor of *THE BRANCHLINE* with Adelaide McCord as circulation manager. Whit Towers was elected president with Eric Bracher as V.P.

1970 was our BOD with one MD and one DDS. San Joaquin had Wayland Matt as MD, and Sierra had James A. Hoag as DDS with Jim Sheets, Dick Bale, Tom Townner, Everett Gramer and Ezra Goff as other members of the board. Whit Towers was our president with Eric Bracher as V.P. Again, the secretary-treasurer was Harold Elmore. Our membership was up to 1224 and rising. Our annual convention that year was at the Cabana Hotel in Palo Alto, Calif., April 24-26.

It was in 1971 the PCR held its 27th annual convention in Phoenix, April 30-May 2. Activities took place at the new Del Webb Towne House and the host was the Thunderbird Model Railroad Club. Our president was Eric Bracher with Jim Sheets as V.P. and Harold Elmore as secretary-treasurer.

In 1972 the annual convention was held in Santa Rosa at the El Rancho-Tropicana on May 5-7.

In 1973 the annual convention was held at the Royal Coach Motor Hotel in San Mateo on April 27-29. Bob DuPont was the host of this one. It was in this year that John Allen got the final call from the Chief Dispatcher and the convention was dedicated to his memory. Jim Sheets was elected to the presidency with Bob DuPont as V.P. The BOD consisted of Bob Higgins, Bill Courtney, Bob Adams, John Dennis, Elmer Brooks, Le Roy Thompson and Ezra Goff. The editor was Ernie Mattschei and Don McCord was circulation manager.

The 30th annual PCR convention was held in Las Vegas, April 26-28.

There were over 400 members in attendance and Art Burgess was the general chairman. The convention was held at the Las Vegas Hilton Hotel.

The 1975 annual convention was held in Sacramento and was called the "Mother Lode Convention." The highlight of this convention was the walk through the S.P. shops. There were 704 members in attendance at this one. Bob DuPont was president with Bruce Cheever as V.P. and Arlita Elmore was the circulation manager. The Woodlake Inn was the headquarters.

North Hollywood was the convention city in 1976. The dates were April 23-25. The convention headquarters was the Sheraton-Universal Hotel. Our president was Bob DuPont with Bruce Cheever as V.P. The BOD consisted of John Engstrom, Ed Winzinger, Gary Waite, Ralph Garland, Bob Keyes, Le Roy Thompson, Steve Skold and Duane Leetzow.

In 1977 our annual convention was held in San Jose. The hosts were Mike and Claire Kotowski. President was Don McCord and vice president was Harold Mentzer. Ernest Elmore was the circulation manager. The BOD consisted of John Engstrom, Ron Tarjany, Bill Miles Jr., Ralph Garland, Bob Keyes, J. Allan Dunlop, Steve Skold, Duane Leetzow and Bob Silveira. Our total regular membership at this time was 2616. C. B. Kent was the editor.

The Saquaro '78 was our 34th annual convention held April 28-30 in Phoenix. The convention center was at Del Webb's Towne House. Circulation manager was C. W. Cecchi.

1979 saw Harold Mentzer elected as president with Art Burgess as V.P. and Tom Townner as secretary-treasurer. The BOD consisted of C. W. Hyde Jr., Ron Tarjany, Randy Wilson, Ernie Mattschei, Bill White, Tom Draper, L. R. Miller and Ray Sadler. Ty Knighten was the editor and Billy H. Chaffin was the circulation manager. Our membership had reached 2587.

1980 and we were back to the Disneyland Hotel in Anaheim for our 36th annual convention, May 1-4. We had a new V.P., Le Roy Thompson, MMR. Our membership was 2625.

Sacramento was the choice for the 1981 annual convention. The Woodlake Inn was the headquarters; Wilma Beaumont was hostess. Harold Mentzer was re-elected president and Virginia Wilkin was elected V.P. with Dean Moore as secretary-treasurer. Bill Swindell was member services chairman. Our membership was pegged at 2650.

In 1982 the PCR annual convention was held at the Pasadena Convention Center. The convention hotel was the Holiday Inn. Carol Roloff-Henry was the editor and Frank Senello was the circulation manager.

1983's Rail Spree '83 was scheduled for April 28-May 1 at San Jose. It was at the Le Baron Hotel and was the last one for PCR-PSR jointly. Our PCR membership meter showed a total of 1337 members, just half of what it was before the region split.

In 1984, Bob Ferguson of Martinez, Calif., was elected president and Jack C. Wall V.P. Jim Williams became our new secretary-treasurer and Ernie Mattschei took over as editor of THE BRANCHLINE with Gladys Adams as the circulation manager. The BOD was as follows: Ken Hitch, Daylight Division; Bill Roberts, Coast Division; Gene Mayer, Sierra Division and Bob Berg, Redwood Empire Division. The membership meter showed 1318 members.

NMRA and as a result met periodically as kindred souls in the brotherhood of model railroading. The thoughts of a region again came forth and this time resulted in the election of temporary regional officers for 1947, formally petitioned the national for the establishment of the Rocky Mountain Region.

This system of temporary officers continued through 1949 including the petitioning for and receiving of the authority to hold the national convention in 1949. At this convention, held Sept. 2-4, 1949, the region was formally established and recognized. The temporary officers of 1947, '48 and '49 were carried forward and became the first official region officers for 1950.

In the beginning, the region met monthly in private homes as many of today's round robin clubs still do. As with any NMRA activity, there is the usual breaking up into special interest groups. With the smaller homes of the time, suitable space for special interest discussions were at a premium. I distinctly remember a heady discussion on HOn3 flange size being carried out in the bathroom and the discussion being broken up when the host's wife wanted to use the room for its intended purpose.

During these early days men were also meeting periodically in Boulder, Colorado Springs and Pueblo. It didn't take long for the word to get around and soon the region meets were being held from Boulder to Pueblo.

By 1953 the attendance in the Denver, Colorado Springs, and Pueblo areas had grown to the point each group had a permanent meeting place. The Denver crew had to tough it out at the D&RGW Burnham Shops and yard where they had to contend with getting to watch the round housing of 2-8-8-2's, 4-8-4's and such. The Springs gang didn't do too badly meeting at the now gone Santa Fe station which had a fair-to-middlin' parade going by—being on the joint division which included trains of the Santa Fe, Colorado & Southern, Missouri Pacific and D&RGW.

With large groups, for the times, in both metro areas and the spread nationally of the division concept, the Rocky Mountain Region joined the parade with its first two officially designated divisions: the Colorado Springs-Pueblo Division and the Denver Division on June 26, 1953. The Colorado Springs Pueblo Division is technically the first. They came to the board meeting and asked for official division status at which point the Denver area's attendees asked for a short recess, organized and came back with their petition. Obviously the petitions were approved and the national so notified.

At this same time, attempts were made to start divisions in Salt Lake City and Wyoming. The times weren't right yet and these pioneer efforts didn't take. Nevertheless, from this humble beginning we have grown to the current fabulous roster of: Anasazi, Denver, Estes Valley, Flatirons, Front Range, Laramie Plains, Northern Colorado, Pikes Peak, Rio Grande, Road Runner, South Suburban, Sunrise and Wasatch.

Relatively early on, a simple newsletter was tried with limited success, but with the growth of the region the one-time well-known HELPER was launched May 22, 1954. The HELPER was soon a crowning success as the excellent drawings by a number of the local members began to fill the void for sound details and dimensions for popular Colorado prototypes. Not only were the authors and draftsmen contributors but so were the behind-the-scenes crew who edited, kept records, answered questions and mailed each issue. Actually, the demise of the HELPER in 1962 was the result of working the supporting volunteers to death.

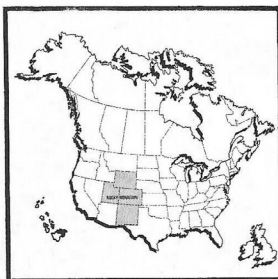
Still needing a medium with which to communicate throughout a region with considerable stretches of sagebrush and prairie dogs, not to mention cactus and the main range of the Rockies between isolated groups of members, a much simpler newsletter called the COUPLER was started in November 1964. With the December issue it became THE ROCKY MOUNTAIN NEWSLETTER, a flag carried until the September-October issue of 1976 when the current title, CALL BOARD, was adopted. During the twenty years of the NEWSLETTER-CALL BOARD the publication has gone from ditto to state-of-the-art printing with excellent photo reproductions. While many people have contributed to its production we seemed to have avoided the mistakes of the past of killing off our volunteers.

The Rocky Mountain Region has always been interested in the spreading of information on our local narrow gauge lines. In keeping with this, in 1970 the "Lettering Guide for Early Colorado Narrow Gauge Freight Cars" was released. While the initial research was the result of one man's efforts, the final product was the result of many peoples' efforts.

Starting in the late 1950's, the region saw more and more women take an active interest in the hobby and in the operations of the various divisions and the region. This growth of interest and participation covers the full scope of activities including the presentation of clinics to

## History of the Rocky Mountain Region

by Bob Stull



As early as 1944 a pending regional territory included Montana, Wyoming, Utah, Colorado, Arizona and New Mexico points within a 300-mile radius of Denver. Obviously the clamor of World War II prevented much action on this matter. However, as life returned to normal following the war, a number of men in the Denver area joined the

the holding key administrative positions.

The continued growth and strength of the region was demonstrated in 1977 when on July 19-24 it again hosted a national convention symbolized by the famous Colorado creation, the Galloping Goose. The 3500-plus registrants were a far cry from the 300-plus of 1949, not to mention over 20,000 members of the public who were admitted to the displays toward the end of the convention.

Throughout its history, the Rocky Mountain Region has provided membership in the various committees of the national level organization including major offices. In addition, the region and its members are active supporters and participants in the achievement program with a number of master model railroaders in the ranks.

With the growth of the idea to present scale model railroading to the general public, the divisions of the Rocky Mountain Region have participated in fairs, mall shows and other community activities to demonstrate the various skills represented by the hobby.

With the National Model Railroad Association approaching its 50th year, the Rocky Mountain Region completes its 35th year. While as with any organization there have been minor ups and downs, the thirteen-division region of today scattered from El Paso, Texas, to Laramie, Wyo., and from Salt Lake City, Utah, to Greeley, Colo., is a far cry from the tiny group who met in private homes of the Denver area.

Author's comment: In writing this capsule history, a strenuous effort has been made to avoid the use of names. When looking back over 35 years, there's always the fear of leaving someone out. Some personalities have been more visible or have made major contributions, but these contributions would have been for naught without the support, in many capacities, of all the membership.

## History of the Midwest Region



by Ray Thomas



The NMRA is international in scope and almost 26,000 members strong. A realization far greater than the imagination of a small group of men who gathered in Milwaukee, Wis., on Sept. 1, 1935 to form the National Model Railroad Association. Their original goal was to promulgate industry standards for the purpose of equipment compatibility.

Early growth centered around the industrialized upper midwest and northeastern parts of the country as well as a pocket of semi-isolated enthusiasts on the West Coast. The economic conditions of the depressed thirties as well as war-time travel restrictions in the early forties lead further to this feeling of isolation of these members on the western perimeter of our country.

Growth continued and it became readily apparent that a division of the organization into geographical areas was necessary in order to better serve the needs of the individual members on a more local level. The year 1943 saw the formation of the Pacific Coast Region. It met with immediate success.

NMRA leaders here in the Midwest were quick to recognize a good thing and began discussion of forming another region. Our first regional meeting took place in Room 423 of the Chicago Grand Central Station on Dec. 6, 1945. An auspicious beginning in appropriate surroundings.

The president of the NMRA at that time was Ed Ravenscroft, a resident of Glencoe, Ill., and one of the mainsprings behind the region's formation. In opening the meeting he defined the purpose of the National Organization and described some of its early accomplishments since inception. He overviewed the basis of Regional Organization and made note of the fact that this, the NMRA's second region would do well to emulate the Pacific Coast Region, which had in the short time since its organization achieved more than noteworthy success.

The official charter of the Midwest Region was then presented and

Ed Ravenscroft was given the distinct honor of becoming Charter Member No. 1. The Midwest Region originally encompassed the western part of Indiana as well as the states of Illinois, Wisconsin, Minnesota, Iowa, Nebraska, North Dakota and South Dakota.

One hundred four members attended this first meeting. Before it adjourned, John L. Mueller of Peoria was elected president, Earl E. Ruhland of Milwaukee, vice president; Naome Bauer of Milwaukee, secretary; and John Schmitt of Chicago, treasurer.

Regional dues were even a topic of conversation back then. After much discussion it was resolved that there would be no formal dues structure to the fledgling organization. All members present were to voluntarily contribute fifty cents each. The hat was passed and a grand total of \$40.84 was collected. The origin of the odd thirty-four cents was never determined.

Today the Midwest Region membership hovers near the 3000 mark and following in the footsteps of our forefathers we still remain a dues-free region. Only one other region, the Mid-Central Region, operates within a dues-free structure. The Midwest Region, however, is the only region that publishes and contributes free to all its members a region newsletter while maintaining the dues-free structure.

The first issue of the Midwest Region WAYBILL was published Dec. 1, 1951, under our first editor, G. William Long. Throughout the fifties and sixties, the WAYBILL grew into an eight-page, eight-issue-per-year publication keeping the membership of the Midwest Region current with information concerning regional happenings. Publication of the WAYBILL was then and still is the region's greatest single expense. Publication financing was through ads from hobby shops and individuals as well as proceeds from regional conventions and meets.

In the seventies inflation started taking its toll. In a move to cut costs, the WAYBILL was cut back to six issues. Continued inflation forced us further into deficit budgets.

The WISE Division presented the MWR Board with a long-range solution to its financial problems. WISE Division monies were utilized on an interest-free basis to finance issuance of the region's "Historic Herald Series" car kits. The Historic Herald Series consisted of a limited run of car kits of regional railroad cars never commercially produced. Past examples included Monon Boxcar No. 1, a 50-foot TP&W Boxcar complete with multi-color herald, Burlington Sand Hopper, and a CGW 40-foot Boxcar.

Although an instant success, all profits were plowed back into the project to repay WISE Division for its interest-free loan, as well as to establish a fund to finance the next car. Brian Holtz initially chaired the Historic Herald Committee and was instrumental in getting it on sound footing. In 1980, the first Historic Herald Series profits were turned over to the region treasury.

However, as mentioned above, this was a long-range solution to a present problem. Another temporary expedient to solve our continuing deficit problem reared its head in 1976 when the national convention, Railfun '76, was held in the Chicago suburbs. Convention Chairman Steve King placed the Convention Company Store under the auspices of Regional Treasurer Don Herling with all company store profits to be turned back to the MWR Region Treasury. Included in those sales were the official Convention Car Kit as well as the Official Convention Patch. National Convention income proved to be profitable but a one-shot transfusion to the treasury, and 1977 saw us again facing deficit spending.

Our greatest single expenditure still was the WAYBILL, representing over 50 percent of our annual budget expenditure. A task force chaired by Ray Thomas studied the problem and presented its solution at the May 1977 MWR BOD meeting. It was suggested to reduce the number of WAYBILL issues from six per year to two per year on a temporary basis. This would substantially reduce postage costs. In an effort to keep the regional membership informed on the same level as before, each issue consisted of between 16 and 24 pages. Once funds started rolling in from the Historical Herald Series, we would reschedule publications at the three- or four-times-per-year basis, but only if we could continue deficit free. The task force recommendation was accepted by the BOD and the new WAYBILL schedule went into effect. A fall issue was printed in 1977; a spring and fall issue in 1978. In 1979 the number of issues was increased to three per year through addition of a winter issue. Region members were once again receiving 60 pages of reading copy through the region newsletter.

The first mail ballot for election of members of the Board of Directors was issued in 1953. Members of that Board of Directors were then appointed as officers of the region. Marvin E. Duesing was our first president under the new system. Mail ballots have been continuously in use since that date and new board members were voted in each year. Nineteen seventy-four saw the formation of elections for a two-year

period with half the board being voted in each of the two years. A further refining took place when, in 1977, the president and vice president were elected by popular vote rather than appointment by the board. Lou Bushfield became the region's first elected president. Bill Stewart was elected vice president.

As the region continued to grow it was again recognized that the individual member could be better served on a more grass-roots level. Spurred on primarily by the efforts of William J. Angus Sr., The Land of Lincoln Division and the Central Indiana Division were chartered on May 20, 1961.

By 1970 eight divisions were actively servicing the needs of over 50 percent of the region membership. Redistricting in 1975 saw 100 percent of the membership serviced by eleven active divisions. All divisions are represented on the Midwest Region Board of Directors by their respective superintendents. These divisions have done much to promote the successful growth and strength of the NMRA here in the Midwest Region.

In 1962 the Midwest Region gained the nickname of "Green Stamp Region" or GSR because of its instantaneous success under the newly inaugurated NMRA Achievement Award Program for the designation "Master Model Railroader." The Midwest Region proved its greatness and unquestionable right to the title of being that region with the most achievement awards and Master Model Railroaders. Region officers proudly proclaimed that GSR really stood for "greatest single region." Our early success was due largely to the efforts of Jack Kirby Taylor who, after organizing and promoting the Achievement Program within the Midwest Region, was appointed achievement awards chairman for the national committee. By 1970 a total of eight members of the Midwest Region had qualified for the award. By 1980 fourteen region members had attained the designation Master Model Railroader. Willis Ehlert, our previous region achievement awards chairman, followed in the footsteps of Jack Kirby Taylor, and is the present national chairman for the Achievement Awards Program.

On June 5-7, 1970, the Midwest Region celebrated its first 25 years at its Silver Anniversary Convention held in Chicago. All past presidents were recognized and presented with a tribute for their efforts in helping to make the Midwest Region the largest and best region in the National Model Railroad Association.

On Jan. 17, 1971, the region formed a "Division O," which consisted of members who had moved from region territory but still wanted to maintain contact with the region, its activities, and its members. Also, members of other regions were eagerly seeking information concerning our region activities and conventions.

Division O membership offered these people the WAYBILL with its notification of coming events. Instrumental in the formation of Division O as well as its first chairman was Stew Marshall. Stew has since moved from region territory and is now a member of his own creation.

In 1971 the Midwest Region was the only region to attain "Honor Region" status in the NMRA through qualification in all three categories: membership, life membership and 100 percent NMRA clubs.

Two recent occurrences deserve mention: In the spring of 1984, Don Herling retired from active service to the Midwest Region. Don served as treasurer to the region for over ten years. Don's responsible fiscal management and financial acumen was one of the strengths behind the region remaining today with a dues-free structure. He will be dearly missed.

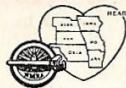
In 1985, the National Model Railroad Association will celebrate its 50th anniversary. Where better to hold the 50th Anniversary Convention than in the Association's birthplace, Milwaukee, Wis. From all reports, Convention Chairman Richard Cecil has promised us an outstanding program in this city so closely related to the development of our hobby.

So much for the present; where do we go from here?

Naturally, the future of the Midwest Region is tied directly to the future of the National. The NMRA membership of approximately 26,000 represents less than 6 percent of those estimated to be actively pursuing the hobby of model railroading. Put in another light, less than 15 percent of MODEL RAILROADER magazine readers are members of the NMRA.

Should we continue as an organization limited in scope with limited membership or do we expand to a broader organization with appeal to a broader number of people. Recently we have seen the formation of clubs centered around various interest groups. The list of railroad historical societies grows monthly. Narrow gauge guilds and traction groups are another example. Such organizations were formed only because the structure of the NMRA was limited in scope. The direction of change in which the NMRA is headed at this time is unknown. Only one thing is certain: Change there will be!

## History of the Mid-Continent Region



by James D. Hammer



Formation of the Mid-Continent Region of the NMRA was first conceived by a group of modelers who attended the national convention in Denver in 1949. Subsequent meetings of these interested modelers in Tulsa, Okla., and Hutchinson, Kan., resulted in the necessary petition to the NMRA and, by 1950, the region was officially born.

The territory assigned to the region includes Arkansas, Kansas, Missouri, Nebraska, Oklahoma and the lower two-thirds of Iowa.

The region name came about at the planning meeting in Tulsa when a glance from a hotel window revealed a large oil refinery along the river with the name "Mid-Continent." Sensing its appropriateness, the group adopted this name for the new region.

The region herald was designed by Bernard Corbin of Red Oak, Iowa, following a chance remark by a convention banquet speaker who referred to the region as being in the "heart of America."

The first president of the region was Lester R. Schucker of Hutchinson, Kansas. He also started publication of the MCoR BULLETIN, soon renamed the CABOOSE KIBITZER, which is now in its 35th year of publication as a quarterly. The region president also published a periodic newsletter, THE HANDCAR.

The region's first convention was held in Kansas City in 1950 with 53 of its 168 members registered. A highlight of the first convention was the appearance of two nationally recognized model railroad authorities to conduct clinics. M. K. "Bill" Walther conducted a clinic on signalling and Linn Westcott conducted two clinics on electrical circuitry. Twelve of the 53 members who attended the first convention returned for the 20th anniversary convention in 1970 in Kansas City.

Twenty-eight members have served the region as president. Two of these went on to become president of the NMRA. The late George H. Brown was the third president of the MCoR in 1953, the year in which he became president of the NMRA. Arthur Craig Brown of St. Louis was MCoR president in 1970 and 1971. He later served as national treasurer for several years after which he served a two-year term as NMRA president. Craig is still active in national affairs.

The MCoR enjoys the distinction of having published the first four-color photograph in the history of NMRA printing. The spring 1970 issue of the CABOOSE KIBITZER featured a four-color cover picture of "Bud" McCrary's nationally famed layout in Kansas City. This feat was all the more remarkable because it was done by region members on their own equipment rather than being printed in a professional print shop. The region's quarterly publication has always been rated as outstanding among region publications.

The day-to-day affairs of the region are directed by three elected officers and a board of directors, appointed by the president, who represent each area of the region. In addition, a willing staff of more than 40 volunteers conducts the business of the membership, convention and publications departments.

The region has traditionally conducted its grass-roots activities under the leadership of the area directors. They, in turn, assemble a cadre of local enthusiasts who conduct one-day area meets once or twice a year. These area meets offer a mini-convention with a full schedule of model and photo contests, clinics, railroad movies and slides, tape-slide clinics, swap tables, manufacturers' displays, video cassette projection, fan trips, layout tours and more. Ten to twelve area meets are held in the spring with a similar number in the fall and winter months. In addition, the region co-sponsors an annual two-day bi-state meet with the Midwest Region.

The MCoR has entertained the NMRA national convention on two occasions. In 1970, the national was held in St. Louis under the sponsorship of the O Scale Big Bend Model Railroad Club. In 1984, the Rails to the Heartland Convention met in Kansas City under region sponsorship with over 200 members participating in the planning and staffing of the convention.

The current officers of the region, whose terms will expire Sept. 1, 1985 are: President—James D. Hammer, St. Louis, Mo.; Vice Presi-

dent—Robert M. Dye, Raytown, Mo.; Secretary-Treasurer—Jon Clayton Stetz, Overland Park, Kan. President Hammer has also recently accepted appointment as general chairman of the NMRA Promotion Department. Other MCoR members serving in NMRA assignments include past-president Craig Brown of St. Louis, who was recently appointed general chairman of the Services Department; James Monroe of St. Charles, Mo., who serves as head of the Engineering Department and past-president Allen Pollock of Jefferson City, Mo., who serves as Assistant National Secretary and also supervises the NMRA Executive Handbook. Long-time MCoR Area Director John Kalin of St. Louis is the NMRA Tape/Slide Clinic dispatcher.

The Mid-Continent Region is proud to have been a part of the NMRA for 35 of its 50 years. Its members are grateful for the many benefits they have derived from the NMRA in the enjoyment of their hobby. The region is currently planning to be an important part of the second fifty years of model railroading advancement through the NMRA by planning programs to advance the hobby among young people along with a program of public education to promote the hobby among the general public.

Congratulations, NMRA, on this, your golden anniversary!

## History of the Mid-Eastern Region



by Nelson Garber



The historical beginnings of the Mid-Eastern Region were compiled from regional records, the NMRA BULLETIN and various model railroad magazines. The acquired information also came from members of the region, names which may or may not be remembered and from meeting minutes which outline events as they happened. For the purpose of this report, historical documents will be footnoted for authenticity.

**NMRA BULLETIN, April 1941—EASTERN REGION MEET "CLICKS"**—Over 100 Members Brave Blizzard to Attend Washington, D. C. Affair—Undaunted by a blizzard over the Eastern seaboard that blanketed Washington, D.C., with the heaviest March snowfall since the inauguration of President Taft in 1909, over five score of the National Model Railroad Association assembled with their Washington hosts, the Metropolitan Society of Model Engineers, to host the first Eastern NMRA Regional meeting, March 7-9, 1941. Hardly had the snow melted from their feet before they began a round of activities so varied and absorbing as to eventually exhaust the most exuberant model rail.

Focal point of the regional meeting was the hobby show, jointly sponsored by the Washington Club and the Association of Model Railroad Manufacturers, held in the Wardman Park Hotel, headquarters for the meeting. A fan trip to the Brunswick, Md., yards of the Baltimore & Ohio Railroad, 40 miles west of Washington, provided the highlight on Saturday morning. Despite the small crowd, the excursion, was handled in the splendid B&O tradition even to the inclusion of a special edition of the B&O magazine which carried a description story covering points of interest and scenery along the right-of-way, along the Chesapeake & Ohio Barge Canal, as well as illustrations of B&O motive power and a profile map of the road's gradients. Saturday night the dinner and dance in the Continental Room signaled the opening of the evening's social activity. Presiding in his inimitable role as toastmaster was the NMRA's sapient Larry W. Sagle, who makes a vocation and avocation of railroading by virtue of his connection with the B&O public relations department.

Sunday morning found the informal business meeting (with NMRA President Victor Ketcham presiding) opening one hour "off the advertised." Of interest to the membership is a resolution adopted to clarify the aims and to state the exact nature of any business transacted at this and subsequent meetings. The resolution follows:

*Whereas, the Washington Regional Meeting has been a tremendous*

*success in that it has enabled the scale model railroaders from the surrounding states and the District of Columbia to become better acquainted with each other, and*

*Whereas, the Washington Regional Meeting has provided every model railroader present with a most enjoyable experience, and*

*Now therefore be it resolved that it is the future policy of the NMRA to encourage the promotion of similar meetings by local clubs; that at such regional meetings the emphasis be placed on good fellowship rather than the business side of model railroading and that any business transacted at such regional meetings be in the form of resolutions which may serve to guide the conduct of the national officers.*

Obvious to all who attended this first Eastern Regional meeting (and as prior conventions have so aptly demonstrated), model railroading is fun. Nothing can add more to the luster of the hobby than the ringing words of parting at the Union Station, "See you in Peoria!" In this terse farewell is voiced one of the most universal appeals of our hobby—good fellowship! *The author is unknown but it appears that the BULLETIN at that time was under the direction of Adrian Buyse, chairman, Editorial Board for BULLETINS, Rochester, N.Y.*

Thus was the beginning of the Eastern Region as it was called in those days. This unstructured region included the cluster of small communities surrounding the nation's capitol and stretching 50 miles north to Baltimore, Md., south to Richmond, Va., and to the west to Frederick and Hagerstown, Md. But these were the World War II years and while men, women and precious materials were channeled toward the war effort, the Eastern Region remained with a cluster of 50 or so steady individuals. What could have been the first official region of the NMRA was not realized. To organize was not attempted. Membership did not grow again until after the war ended.

Immediately after the war ended, a charter meeting was held in Baltimore, Md., in September 1945, to design and present a petition for officially organizing the Eastern Region. Shortly after, the NMRA approved the petition with modifications. In May 1946, the NMRA conditions for charter were met. The prime mover for these events was the membership of the Baltimore Society of Model Engineers in conjunction with the Washington's Metropolitan Society of Model Engineers—who have been jointly working to define what is now known as the Mid-Eastern Region.

*Letter to the Eastern Region Members, dated April 1946, from George F. Nixon, temporary chairman, announcing the future projection to organize the region at a May 26, 1946, meeting.*—The Baltimore Society of Model Engineers invites you to come to Baltimore on Sunday, May 26, 1946, for the purpose of formally organizing the Eastern Region of the NMRA (Metropolitan area of New York City, New Jersey, Delaware, Eastern Pennsylvania, Maryland, District of Columbia and Virginia), at which time a constitution will be adopted, permanent officers elected, and plan made for a regional convention in the fall of 1946.

The meeting will be held in the assembly room of the B&O building, Baltimore and Charles streets, fifth floor, from noon to 4 p.m. For the benefit of visitors wishing to see some model railroading in O and HO gauges, the club room of the Baltimore Society of Model Engineers will be open from 4 to 7 p.m. No arrangements have been made for a formal dinner, but there are ample restaurant facilities in the neighborhood of the B&O building for groups to gather for their noon and evening meals.

We would appreciate a large attendance so that our region may get started and begin to function on a par with other regions which are now operating. Let's make our region one of the best in the country. Be on hand so that you will have a voice in how it should be set up, amount of dues, what we will do about standards, and other pertinent matters. We propose to charge a 50-cent registration fee to help get our treasury started. *According to early records, over 60 people turned out for this auspicious occasion. It's also worth mentioning that during the period leading up to this meeting, the name "Mid-Eastern Region" was officially adopted according to the original MER Constitution.*

*Minutes of the Mid-Eastern Region meeting on Sunday, May 26, 1946, as recorded by Roland K. Hewitt, MER Secretary pro tem.*—The meeting for the organization of the Mid-Eastern Region, NMRA, was called to order by Mr. George F. Nixon, temporary chairman, at 1 p.m., after registration of those present and introductions of the groups from various localities. A registration fee of 50 cents each was collected to defray expenses of the meeting.

Mr. Nixon gave a resume of the initial moves for organization of the MER, during the fall of 1945. As outlined, the charter was issued by the National Board on Sept. 4, 1945, received in Baltimore on Sept. 10, 1945, and a preliminary meeting called for on Sept. 29 and 30, 1945. It was later learned that notices for such a meeting had to be out 30 days in advance so no action could be taken at that (Sept. 29-30) meeting. The

date was postponed from time to time and finally a date was set (May 26, 1946) and notices were sent out well in advance. He called attention to the action of the Baltimore Society of Model Engineers in advancing \$26 from their funds for the expenses incurred in connection with the September 1945 meeting, which amount had later been voted as a donation toward the forming of the MER organization. The expenses for the present meeting (May 26) amounted to \$17.58, and he felt should be paid from the registration fees received, and this was done.

Mr. Nixon then asked opinions of those present as to whether a constitutional committee should be appointed to report at a later date or whether it was their desire to go ahead at this time and write a constitution and by-laws. Since one of the attendees, Mr. Lawrence Sagle, had a copy of the constitution and by-laws of the Pacific Coast Region, which had already been approved by the national board, it was recommended that they must proceed and follow the approved form, with modifications. The recommendation was approved enthusiastically. Mr. Sagle then read this document and it was adopted section by section, changing the wording only where it applied to the Mid-Eastern Region. Annual dues of the region was set at \$1 per year; the officers were increased by the addition of a second vice president; several minor changes were made after discussion and motion from the floor. Finally, by motion, the entire document was adopted with all amendments.

A nominating committee was appointed consisting of Messrs. Mayers of Washington, D.C. (who acted as chairman), McCurdy of Harrisburg, Pa., and Sagle of Baltimore, Md. After a 45-minute recess, the committee presented a slate of officers. Upon resumption of this meeting, the following nominations were presented and accepted: President George F. Nixon of Baltimore, First Vice-President Clark Pool of New York, Second Vice-President Edwin Holbrook of Philadelphia, Secretary Jack Mason of Washington, D.C., and Treasurer Horace Malary of Richmond, Va. Upon motion to close the nominations, the candidates were unanimously elected to office.

George Nixon, taking the chair as the MER's first president, thanked the members for their quick and orderly manner in accomplishing the business of the meeting and then asked for bids for the first annual meeting in October 1946. It was decided to contact the New York City members and if they could not take the meeting, it would be held in Philadelphia. The date and place to be announced in accordance with the newly accepted by-laws. The meeting was adjourned at 4:15 p.m.

Now that the MER had been formed, the officers went to work. On July 30, 1946, the officers met to define the boundaries of the region and refine them again at a meeting on Sept. 8, 1946. The entire package was taken to the Detroit National Convention that fall for acceptance and approval. The national's certification was granted. The design of the membership cards was adopted and 1000 cards were ordered and printed. The first MER convention was finally decided to take place in Philadelphia on Oct. 12-13, 1946.

*Since a regional newspaper had not come into being at that time, the secretary, Lloyd C. Mayers, issued "The First Convention" announcement to the membership on Sept. 14, 1946.--Dear Regional Member: Thanks for your prompt remittance and application. Your membership card for the 1946-47 calendar years is enclosed herewith.*

The first convention of the MER will be held in Philadelphia, Oct. 12-13, 1946. The convention headquarters will be in the B&O Railroad Station at 24th and Chestnut streets and they will be open from noon on Saturday and 11 a.m. on Sunday for registration. Arrangements have been made with the Benjamin Franklin Hotel to accommodate the overnight guests at their standard rates.

A fan trip running "extra" on the speedy P&W Liberty Bell Limited to Allentown, Pa., and return has been scheduled at a fare of \$2.75 per person, round-trip. Saturday evening and early Sunday morning, you are offered group trips to the many fine clubs and personal layouts in the vicinity, representing all gauges. A business meeting will convene promptly at 11 a.m. at the convention headquarters room, and will last for approximately three hours. A luncheon will follow.

On Sunday afternoon, a chartered train trip will take you out on the Pennsylvania main line and back, and will show you things about railroading in and about Philadelphia. For a fare of \$2 we will leave Broad Street Station behind a Pennsy E6 Atlantic, pulling five P70 coaches past Zoo Tower, North Philadelphia. Fort Hill, Thorndale, Downingtown, and Paoli. See you in Philly. *The records indicated that 85 people attended that first and eventful convention in 1946. Records also indicate that the second regional convention was to be held in Reading, Pa., in the spring of 1947. It was to be a continuing standard to have two regional conventions each year. This procedure has continued to date with three exceptions when the national convention was hosted and circumstances canceled the others.*

#### CHRONOLOGY OF SPECIAL FIRST-TIME EVENTS

March 1941	Eastern regional meeting, Washington, D. C.
September 1945	Official regional charter meeting, Baltimore, Md.
September 1945	Submitted petition for regionalization to the NMRA. Charter was accepted by the NMRA and approved.
May 1946	Official regional meeting to plan, design and execute a regional constitution and by-laws. Election of officers.
October 1946	Regional convention, Philadelphia.
July 1947	Regional newspaper THE LOCAL issued.
May 1949	Model contest at a regional convention, Lancaster, Pa.
May 1951	Model clinics at a regional convention, Harrisburg, Pa.
August 1955	Joint NMRA convention, Baltimore, Md.
October 1957	Non-regional sponsored contest, Hagerstown Trophy, Hagerstown, Md.
February 1968	Division chartered, New Jersey Division
May 1985	Quad regional convention, MER, NER, NFR, MCR.

*Of major significance, the Mid-Eastern Region has mustered over 20 regional trustees, approximately five national officers and ten area vice presidents. There are now approximately 3000 members residing within the geographical boundaries of which 1000 are members of the region. The region has hosted over 35 regional conventions and three national conventions. In its forty years of successful service, the region, its officers and members have participated enthusiastically, promoting the hobby and good fellowship by the Most Enthusiastic Region and shows every promise of continuing—Nelson D. Garber, President, Mid-Eastern Region, NMRA.*

## History of the Lone Star Region



by John M. Lowrance



The Lone Star Region had its beginning early in 1950 when Mrs. Bobbye Hall began gathering signatures on a petition for a regional charter. By the time of the 1950 NMRA convention in Milwaukee the petition carried the required "more than fifty" signatures. Bill McClanahan of Dallas, attending the national convention, presented the petition and received the charter for the Lone Star Region covering the state of Texas.

The next step was to breathe life into the infant region by holding an organizational meeting. Bill McClanahan, chairman, headed the convention. He organized committees and made arrangements for the first convention at the Baker Hotel in Dallas, Sunday, April 15, 1951. More than a hundred modelers turned out for the meeting to join the region, meet each other, eat breakfast and set up a temporary executive committee for the business of the new region.

Elected to the committee were David Hughes of Tyler, Ashley Webster of Alpine, Roy Thomas of Abilene, Bill Caldwell of Waco, John E. Loeffler of Houston, Cliff Robinson and Dr. D. C. Yarbrough of Dallas. This group named Dr. Yarbrough as chairman and David Hughes as treasurer. In the following five-and-a-half months a constitution, drafted by Dr. Yarbrough, was submitted to region members and approved by them. This action paved the way for election of permanent region officers.

A month after the convention, the COWCATCHER, the first region publication, was born. This publication was launched by four of the original Dallas group as an unofficial, purely informal means of keeping members posted of regional activities. The COWCATCHER's first issue in May 1951 proudly proclaimed "It Scatters The Bull Over Texas." Editors Bill McClanahan, Cliff Robinson, F. C. Peterson, and Terry Walsh announced that it was "Published every now and then."

The next two to three years were devoted to growth, consolidation, establishing precedent for the future and making friends. Membership grew to over two hundred and saw the Texarkana Model Railroad Club become the first 100 percent NMRA and region club. Clay Smith of Fort Worth was elected the first president. Committees to carry on the necessary functions of the region were appointed. Conventions were held in Fort Worth, Waco, Houston, the first in the fall and the last in June, a custom enduring to this day. The COWCATCHER was converted to the "Official Publication" and the region was divided into eight districts. Elections were held annually with new officers being installed. At first there was a president, a vice president, a secretary-treasurer and four directors composing an executive committee, however, all was to change in early 1954 when New Mexico was approved by the NMRA and joined the Lone Star Region. This period also saw Mrs. Bobbye Hall elected the first woman director of the Model Industry Association, the national organization of model manufacturers, jobbers and dealers.

The high-quality publication of the LSR led to good news and bad news in 1953. The NMRA BULLETIN drafted editor Terry Walsh and the COWCATCHER fell into dire times, publishing only one issue during the year. In April 1954, the COWCATCHER was moved to Houston under the management of R. G. (Dick) Wilson and John E. Loeffler. The reduced number in issues during 1954 perhaps heralded the darkest period in the history of the region. As the Lone Star Region had its birthday in May 1954, membership had dropped from almost 300 to below 100. An all-out membership drive was launched with the July and August 1954 issue of the COWCATCHER which was sent to non-members, members who had not forwarded their 1954 dues, and regular members.

In 1954 the name of the official publication of the Lone Star Region was changed to the MARKER LAMP, a name which has held since. Volume 1, No. 1 was printed in February 1954 under the editorship of Robert Holbert, and was mailed to all NMRA members residing in the region. By April 1955 membership was up to 120 and climbing. "Skeeter" Blacklock and O. S. Lattimore III, continued the tradition of the MARKER LAMP through 1959 as the quality of the publication was enhanced by the contributions of Bill McClanahan and the photography of Robert (Bob) Jones. October 1959 saw membership up to 238 with 326 NMRA members residing within the region. By 1960 Louisiana and part of Mississippi became part of the region, resulting from restructuring of the Southern Region. Following successful terms as LSR president by Ivan Nash and Terry Walsh, assisted by secretary Rosella Nash, NMRA membership reached 570 by 1962. The year 1963 saw membership up to 690 and the first John E. Loeffler Service Award to O. S. Lattimore III. Members of the region were participating in the NMRA achievement program with John Loeffler, Lawrance K. Redmond, and Robert G. Jones among the first in the region to hold AA certificates. Terry G. Walsh became Master Model Railroader No. 11 in 1964 as Tom Patterson turned the achievement program over to Dr. Howard Van Auken. Rosella Nash was seeking a new MARKER LAMP editor during 1964 and, following a "guest editor" issue by Bob Jones, the MARKER LAMP returned to its roots in Dallas under Jack Leming.

1966 also saw the introduction of the present region herald with a contest election of the membership and the MARKER LAMP again took on a new look as Harry C. Blaize of Waco became editor for a short period until Jack Leming could be talked into returning to the job he performed so admirably until 1978! The position of region secretary was up for grabs when Rosella Nash moved to New Mexico. Jim Baugh of Waco took this position until 1968 when the region was blessed with Mrs. John C. (Eunice) Linda who presently holds the position. By 1970 NMRA membership within the region was 657 with LSR membership at 312. New Mexico received approval by the NMRA to join the Rocky Mountain Region, the area being more closely related. Also, in 1979 El Paso County of Texas likewise joined the RMR. Changes also were made in the constitution to meet new conditions. The Board of Directors had been increased from four to five and staggered terms established. In 1973 Bob Jones, then president, proposed that the Board be elected partly on area basis and partly at large as well as being increased to seven. In 1975 the region was divided into four areas each with equal population, and during 1976 the membership approved electing officers for two-year terms to conform with NMRA rules.

There are so many persons to whom the region owes its existence, too many to name here. This is but a small part of the greater whole of the Lone Star Region of the NMRA in its 34 years of model railroading fun.

#### PRESIDENTS OF THE LONE STAR REGION

Bill McClanahan—Chairman, Organizing Committee	1951
Dr. D. C. Varborough—Chairman, Executive Committee	1951
Clay Smith—First Official President	1952

Bill Davison	1953
C. M. Mailander	1954
O. S. Lattimore	1955
Charles Dyer	1957
Ivan Nash	1960
Terry Walsh	1961
Dr. C. John Parnell	1962
William R. Brown	1963
Thomas Zengerle	1965
Harold D. Connor	1967
Dr. William C. Boyd	1969
Robert G. Jones	1971
Dr. Howard A. Van Auken	1973
David Milton	1975
Mark Eskew	1977
Vernon Ball	1979
Edward E. Quin	1981
John M. Lowrance	1984

#### LONE STAR REGION CONVENTIONS

Organizing Meeting, Baker Hotel, Dallas	1951
First Official Convention, Fort Worth, Hotel Texas	1951
Waco, Raleigh Hotel	1952
Houston, Ben Milam	1953
Fort Worth, Hotel Texas	1954
Waco, Raleigh Hotel	1955
Coinciding with NMRA convention, Houston, Shamrock Hilton	1957
San Antonio, Hilton Hotel	1958
Fort Worth, Hotel Texas	1959
Houston, Rice Hotel	1960
Dallas, Baker Hotel	1961
San Antonio, St. Anthony Hotel	1962
Fort Worth, Hotel Texas	1963
Waco, Raleigh Hotel	1964
Houston, Ben Milam Hotel	1965
Dallas, Baker Hotel	1966
New Orleans, Jung Hotel	1967
San Antonio, St. Anthony Hotel	1968
Fort Worth, Hotel Texas	1969
Houston, Rice Hotel	1970
Dallas, Hilton Inn	1971
San Antonio, St. Anthony Hotel	1972
Fort Worth, Hotel Texas	1973
New Orleans, Fontainebleau Hotel	1974
Houston, Marriott	1975
25th Anniversary, Dallas, Hilton Inn	1976
San Antonio, St. Anthony Hotel	1977
Fort Worth, Green Oaks Inn	1978
New Orleans, Fountain Bay Club Hotel	1979
Houston, Greenway Plaza Hotel	1980
Dallas, Regent Hotel	1981
San Antonio, Oak Hills Motor Inn	1982
Fort Worth, Kahler Green Oaks Inn	1983
Houston, Stauffers Hotel	1984
Dallas	1985
San Antonio	1986

## History of the Mid-Central Region



by Mildred Mares



On March 24, 1946, the Mid-Central Region had their first formal meeting at the Mayfair Hotel, now a part of Pittsburgh's Gateway Center in the Golden Triangle. The ground work was performed by E. R. Campbell (NMRA President 1945), Pittsburgh, Pa., and V. A. Ketcham (NMRA president 1941), Columbus, Ohio.

Initially, regional meetings were to be one-day in length using Sunday breakfast or noon dinner as the focus for the business meeting with a fan trip or layout tour to follow. Those who had longer distances to travel often arrived the day before, looking forward to operation at the local club.

In June of 1947 we were still able to visit the Trolley Barns in Pittsburgh. Columbus already had some trolley buses and was viewing the demise of their trolleys with great dismay.

Cleveland held a *pièce de résistance* in March 1948. A trip to the Collinwood Roundhouse and shops found the crews working. The shrouds of the steam locomotives were raised by cranes and suspended at the ceiling while the rest of the iron horses were being rebuilt. New rims were heat fitted to the drivers and then cut to proper diameters on over-sized lathes, boilers, and fireboxes were cleaned and repaired, rusted and leaking piping replaced. All for an A-1 overhaul.

In October 1948, some Pittsburghers rode to Indianapolis (now MWR) on a diesel-drawn train. Saturday was filled with visits to local layouts and Sunday was a railfan trip on the Indianapolis Union Railway. A memorable weekend. The "crew" that rode the train had some lasting memories of a really special trip: first the opportunity to ride the diesel locomotive from Pittsburgh to Columbus, and others from Columbus to Indianapolis. On the return trip a derailment east of Newark rerouted the train on a moonlit night via PRR freight tracks north toward Zanesville and past the wye previously seen only from Route 40.

The region was young enough to still be enjoying many firsts. In March 1949, WDTV in Pittsburgh sent cameramen to photograph our operating session Saturday night and on the 11 o'clock news we saw our visitors enjoying the club layout.

The Columbus fan trip—Union Station to Obetz to Groveport and Lockbourne in June of 1949 was looked upon as a "sacrilege." We rode part way behind a diesel switcher, another first for MCR. Saturday we had handcar races at the Trolley Museum.

Zanesville hosted our meeting in May 1950 with a Golden Spike Ceremony on Saturday evening. This was about the same time Columbus lost their quarters at Union Station (but by June 1951 we visited their new layout).

The tragedy on the rapid transit in West Allis at the Milwaukee national convention in 1950 brought about some rethinking of the programs. Now there was a concentration on "all model conventions" until the ache of loss of life and injuries was somewhat assuaged.

October 1950 in Pittsburgh and April 1952 in Lebanon, Ohio, saw our first featured manufacturers' displays. We had also conceded to just two regional meetings per year.

A perpetual "Clinic on Wiring" was conducted by Linn Westcott of MRR at the layout of the Zanesville club in October of 1952, a heroic effort which was well received and successful. It was matched by the illustrious panel of L. Westcott, L. Sagle and M. Thornburg who judged the model contest.

Another innovation was the RDC cars between Pittsburgh and McKeesport to visit their well scenicked layout in May of 1953.

Wheeling, W. Va., hosted us for the second time in October 1956 and digressed briefly from the railroad theme with a trip to Hanna Coal Company to see the largest shovel then used in the process of strip-mining. Club operation was all guest equipment.

Expanding our horizons, we were invited to Marion, Ohio, in May 1957 for a joint regional convention with the NCR. This also initiated the Draw Bar Contests. J. Dean and J. Slanser had a clinic on "NMRA Couplers."

Several years after we reduced our regional meets from three annually to two, there was still a desire for a greater exchange of ideas. Although Division 1 was formally organized in September of 1957, it had existed for many years on an informal basis with Bob Brigham, Bob Bast and Milt Friedberg as part of the motivating force. Divisions 2 through 7 followed in rapid succession. There was still plenty of room for Divisions 8 and 9. Later Division 8 was divided in two to add Division 10 and the others all expanded so we could encompass the entire region.

"Boating" on the river and lake in Cleveland in October 1957 presented an entirely different view of industry and railroading in the area.

Our fall meeting in 1958 was in Pittsburgh at the national convention. The previous national convention was here in 1944.

The electronic revolution made its impact felt on model railroading with Linn Westcott conducting a clinic on transistors at Middletown, Ohio, in June 1960.

Our first trip to Youngstown, Ohio, in October 1960 featured club operation, auction, contests and P&LE's Electronic Hump Yard. They also initiated the Saturday night banquet. Burlesque?

The fall of 1961, our regional meeting was held at the national con-

vention in Cleveland.

The change in travel customs was reflected in Canton's arrangements at the Holiday Inn (in town) in May 1962.

Even with the formation of divisions there was still a need for better communication within the region. The vision publications should have partially filled the need, but even with mailing to regional officers, supers and appointed committee members, this was where it stopped. So a group from McKeesport led by F. Peterson and Bob Thorniley (NMRA president 1965-66) introduced the MID-CENTRAL KING PIN to "develop a closer social contact between the members of this region and to exchange ideas, experiences and knowledge of model railroading between its members."

The Ohio Railway Museum was featured in Columbus in the fall of 1962 as they had added steam in operation to the trolleys originally shown.

Ashtabula, Ohio, was one of the smaller towns to host us in October 1963. They are also in one of the smallest divisions though percentage-wise one of the most active in MCR. We enjoyed a club layout, movies, slides, contests, swap shop and a boat trip. The special was a scrap reclamation plant.

Elyria hosted a joint MCR-NCR convention in October 1964. Contest, auction, clinics and our first buffet style banquet.

Our one-and-only trip to Chillicothe, Ohio, in May 1965 included a Rail Ramble, "172 miles of unadulterated railroading behind B&O Budd RDC's." The clinics featured the first of Freytag's infamous kitbashing, more formally "Techniques of Altering Plastic Equipment." The Friday night early bird was a tour of Mead Paper Mill for those who could stomach the aromas.

We again shared our activities in Pittsburgh in September 1965 with the Mid-Eastern Region. Movies, slides, swap shop, switching and draw bar contest (MER) were featured and embellished with clinics on scenery, hand lettering and freight car refurbishing.

In May 1966, known only to seers and sages, Columbus hosted the last MCR convention at the Southern Hotel. Primarily model railroading, there were layout tours Friday and Saturday, the club layout, a manufacturers' display and a plethora of clinics; Parshall on contests, McClelland on the V&O, Dean on Model railroad photography, Graf and Parshall on painting and weathering and Slanser on signaling. There were also tape-slide clinics, a CTC office from 10 to midnight, Saturday. A fitting climax to all the pleasant memories accumulated over the years in the Southern Hotel.

Our fall meeting was again at a national convention in 1966 (Cincinnati, Ohio). They had also hosted a national convention in 1943 before the MCR was founded.

We traveled to Altoona, Pa., to share the MER's convention in May of 1967. A bus trip to East Broad Top on Friday afternoon, club layout, clinics, auction and a trip to the Juniata Locomotive Shops. Bus trips to Horse Shoe Curve on the PRR was the frosting on the cake.

Newark, Ohio, a new host, invited us in April 1968. Movies, slides, bid-auction, regular auction and clinics on weathering, photography and scenery with a Friday early-bird to Owens-Corning Fiberglass Plant kept everyone busy especially with a fan trip with four B&O/C&O coaches with Mound Builder "1" behind.

For some time Huntington, W. Va., had been having annual local shows with competition for hobbyists. When a couple Pittsburghers had a chance to observe the excellence of their activities, it was fairly easy to convince them to share their talents with the fellow model railroaders and in September 1968 they hosted their first regional convention. Their displays included a model city, model engines, an N gauge layout, clinics and an auction. There also was a dedication and a railtrip on equipment of the Collis P. Huntington Chapter of the National Railway Historical Society with a box lunch served en route.

Louisville, Ky., hosted us in October 1969. An early bird tour saw us visiting the Old Yellowstone Distillery (no samples, the government counts every drop). Movies, layouts, raffle, auction and clinics were informative and entertaining. Pike tours and an L&N tour helped to make us all better acquainted with the area.

Conventions always bring some complaints but a universal one used to be, "We would have liked to see have seen or done more." So, in May 1970, Pittsburgh made a valiant effort to solve this one. A program of 24-hour activity was set up for the week-end: clinics, flea market, contests, movies, slides, boat ride and the awards banquet. Guess what! Those conventioners ran out of steam, so even some of the hosts got some sleep that weekend.

In October 1970, clinics for soldering techniques, waybill operation, styro scenery, grain elevators, locomotive performance, photography, making people and building railroad diamonds kept everyone busy in Cleveland. Then came an innovation—Saturday lunch with the business meeting, followed by trips to Collinwood yards and the trolleys.

We still had the awards banquet.

Twenty-five-years old, April 1971, and Dayton and Division 3 are our hosts in a hotel. Model and photo contests, layout visits, silent auction, clinics on electronics by Russ Larson and model railroading from pike to magazine by Tony Koester. Lunch and the business meeting were again combined. Here we were once again with a central lobby where we could greet old friends and meet new. The climax was the awards banquet and we were ready to start on our next twenty-five years.

The Hospitality Inn in Kenwood (Cincinnati, Ohio) offered a package deal to conventioners in May 1972: Motel Money as well as our accommodations. This was well received. There was a flea market; model, photo and pass contests; locomotive performance and switching contests for N, HO and O; model show for those not entering contests; clinics on soldering, trees, detection circuits and modular railroading. There was layout operation at the motel. With the awards banquet, it was a very complete multi-faceted convention presented under one roof.

In the fall of 1972 we shared the Elyria Convention not only with NCR but also the Trolleyman.

We digressed from the rails in October 1973 and rented a bus to bring the eastern contingent to Louisville for an interesting and busy weekend in the convention hall adjoining the Ramada Inn.

Several of our hosts tried early bird dinners on Friday evening, but this soon fell by the way as it interfered with layout tours, added to total cost and took time away from those who wanted to get acquainted with the area we were visiting.

We traveled to Ann Arbor, Mich., in May 1975 for a meeting with NCR.

Dayton was the location for the 40th National Convention of the NMRA in August 1975, sponsored by Division 3. We had our business meeting there.

To augment this with an activity of our own, Division 10 conducted a weekend trip in September on the Clinchfield Railroad. There were many rails from other regions to share in the fun. Meals in rural areas, motel accommodations in central S. Carolina, time-sharing in the steam locomotive and the gondola behind it—all contributed to an exciting, sometimes very dirty and very informative weekend, planned and executed by very gracious hosts.

For the bicentennial year in 1976, Pittsburgh combined the MRIA show and a regional convention with great success.

By now there were very few firsts to inaugurate into our convention programs and tantalizing names were being used to attract the rails. Waterstop, Rail Heaven, Railroad Heaven, Rails Are Great, Oktober Railfest, Derby City Limited: All were accompanied by clinics, layout tours, points of special interest in local areas, with good fellowship the keynote throughout.

1980, a new decade, and we all went back to college. Crossroads of Commerce was the theme at Steubenville University. Though a few stayed at a nearby motel, most of the rails and railettes stayed in the dorm, and the clinics, contests, cafeteria meals and a modular layout were in the activities building. Even the awards banquet was served there. It was one of our best conventions; we look forward to going back.

Pittsburgh hosted the MER in fall of 1981 and we traveled to Indianapolis in the spring of 1983 to be guests for the first time of MWR. It was much like going home as the modelers in the Indianapolis area were originally in MCR and very active organizing the region. Many held office the first few years.

We skipped the fall convention for a couple years because of no invitations. Now in 1984 we again have a full schedule ahead for the next couple years. We're looking forward to visiting MER in Hershey in the spring of 1985.

After a series of editors, business managers and publishers, the KING PIN fell by the way in the 1970's and was not adequately replaced by the division publications.

Now we are working on a new KING PIN. One of our largest problems is financing as we are not a dues-paying region and do not wish to change. Every geographic member belongs and is welcome. The one exception is the membership in Division O. Anyone outside the region is welcome to belong for a fee to pay the extra costs.

At the first formal meeting of MCR, the LARC's (Ladies Auxiliary of the Railroad Club) prepared lunch for all those present. Having enjoyed working together on the '44 national convention they planned activities when the rails could take care of the children: bowling, crafts, cards and sociability.

In 1955 at the PCR convention, the name "raillette" was born and adopted shortly by the NMRA. Lethia Payne promoted raillette activity in our region and was our representative as well as national chairman later.

No longer railroad widows but fellow travelers, a program is planned at each convention for those attending. Fashions, cooking, decorating, graphology, dolls, flower arranging, gift wrapping, eggshell art and ceramics are a few of the hand-crafts that were combined with luncheons, self-defense, sightseeing and shopping. We've run the gamut, but with new young wives coming along, perhaps we need to start over. Most important of all are the friendships that have formed.

One-day meets have grown to 3- or 4-day conventions that highlight the facilities in the various areas. Clinics have burgeoned on every possible phase of modeling and railroading. Modular layouts are becoming popular and are an excellent way to educate the public. Fewer and fewer comments on "playing" with trains are forthcoming and more of the distaff side are taking part in the activities.

Model railroading is maturing. It draws crowds to our displays, not just the Christmas layout people, but also those who realize the value of a mode of transportation that was beginning to fade and is once again on the upswing. We see more serious modelers. Railroading has a place in our world. May we be equal to the demands made of our skills to keep the public fully aware of the needs it can fill.

## History of the Southeastern Region



by Michael L. Callahan



The Southeastern Region as it now exists dates from 1959 when in August Skip Shafer, Mack Craig, Bill Price, Vern Yarbrough, William Cobb, Frank Watson and Jim Gibson met in Atlanta to reactivate the region.

Originally established in 1946, the region's first president was T. Walters, who served in 1947 and 1948. The national convention was held in Atlanta in 1948. After this time, the region began to deteriorate. Efforts were made to hold things together, but the region went inactive in 1958. Presidents during this troubled time for the SER were:

S. J. Delk	1949
N. D. Whittaker	1950-1951
Mack Craig	1952
E. N. Turner	1953
Vern Yarbrough	1954-1955
Mack Craig	1956-1957

The first president of the SER after reorganization was Skip Shafer, with Frank Watson as secretary, Vern Yarbrough as V.P.; Bill Price and Wilton Cobb served as directors.

Frank Patrick was the host for the first convention held in Atlanta, Ga., in the spring of 1960 at the Maytag Washer office. It was attended by 27 people and was a one-day affair. It was agreed to hold a fall convention in Huntsville, Ala., with the Redstone Arsenal Model Railroad Club as host. There were 37 model railroaders at this two-day event.

1961 saw conventions held in Atlanta, Ga., and Bessemer, Ala., with 43 members in attendance in Atlanta. The Bessemer convention was the first convention to have layout and prototype tours. One of which was to the Twin Sears Mining Railroad at Kellerman, Ala., now buried under Lewis Smith Lake. The convention registration was \$5 and the hotel rates were \$7 single and \$9 double. The attendance was 94. New officers were elected in 1961 with Jim Gibson, president, Skip Shafer, vice president and Jim Thorington as the first formal editor of the *SOUTHERNER*.

In 1962, the spring convention was again held in Atlanta in conjunction with another special event, the retracing of the Great Locomotive Chase from Big Shanty to Chattanooga. The *General* was followed by two twenty-car excursion trains from Atlanta to Chattanooga and return. October found the region holding their convention in Augusta, George Van Deventer and the Fort Gordon Model Railroad Club were our hosts.

The region was saddened by the loss of Mack Craig in 1963, one of our founders. It was decided to honor him by naming the best of show

award after him. This was awarded at the spring convention in 1964 at Nashville, Tenn. The 1963 spring convention was held in Macon, Ga.

As of 1964, the region went to one convention per year with Nashville as this year's site. Jim Gibson retired and Jack Faulstick became president. Bill Bryan was vice president, Foy Johnson, secretary-treasurer and Fredrick Sanner, editor.

In 1965, the region held its convention in Mobile, Ala., with the Mobile Society of Model Engineers as hosts. One of the treats of this convention was a journey across town by gondola. Paul Wilshaw became the new editor of the *SOUTHERNER*.

Birmingham was once again the host for the 1966 regional convention. Linn Westcott was the banquet speaker that year. Officers elected were Bill Bryan, president; Foy Johnston, vice president; Roy Keeley, secretary-treasurer and Paul Wilshaw, editor.

Atlanta was the convention city in 1967 and layout tours were all over North Georgia or so it seemed to some.

The first joint convention with the Sunshine Region was held in Jacksonville, Fla., in 1968; approximately 40 from the SER attended.

The region returned to Huntsville for the 1969 convention and the Redstone Model Railroad Club was the host. Bill Bryan stepped down and Roy Keeley became the new president. Would you believe Jim Gibson sold a Tenshodo Crown C&O 0-8-0 for \$75 at this convention.

Vern Yarbrough was the host for the 1970 convention in Nashville. It was held at the Andrew Jackson Hotel. This hotel is famed as the first major building to be brought down by dynamite. That happened the day after the convention.

The 1971 convention was held in Montgomery. New officers for the SER were Paul Curlee, president; Ben Bennett, vice president; Tom Baily, secretary and Ed Gardner, treasurer. Directors were Joe Nichols, Arvin Preree and Jim Gibson. Jim Townsend became the editor of the *SOUTHERNER*.

The Chattanooga Choo-Choo was the location of our 1972 convention. New officers elected were Ben Bennett, president; Tom Bailey, V.P.; John Bennett, secretary and Elliot Eggleston, treasurer.

1973 was a red letter year for the SER as Atlanta hosted the national and SER conventions. Officers elected were Tom Bailey, president; John Bennett, V.P.; Elliot Eggleston, secretary and Jim Ketchersid, treasurer.

We visited Birmingham again in 1974. Tom Bailey was serving a second year as president. The Southern Railway's signal department gave a clinic and the traditional layout tours were held.

Back in Atlanta for 1975. John Bennett became president and Jim Gibson became Southern Area V.P.

In 1976 the convention was held in Montgomery. Dave Murray became president. There were many good layouts including some at Maxwell Air Force Base. Dave Murray announced his resignation due to a move out of the region. Jim Ketchersid was confirmed as president. In December we lost another of our founders, Vern Yarbrough.

Huntsville, Ala., was the site for the 1977 convention and we gathered once again in Chattanooga for 1978. Officers elected that year were Jim Ketchersid, president; John Allyn, V.P.; Fred Linguist, secretary and Keith Davidson, treasurer. Directors were Dick Hale, Will Miller and Ray Brokaw.

1979 was the year of the Grand Ole Opry (Opryland and model railroading). Needless to say, we were in Nashville. One highlight of this convention was David Hill opening his hobby shop at 2 a.m. Sunday morning.

Jim Blanchard and the Mobile Society of Model Engineers hosted the 1980 convention. This was our 20th year since reorganization. Hurricane Fredrick had left its mark on the city, but we still had a fun time in the Port City. Ray Brokaw became president; Jim Blanchard, V.P.; Jack Goldschmidt, secretary and Larry Smith, treasurer.

In 1981 the convention moved to Birmingham again. The highlight of this convention was the presentation of the Vern Yarbrough award to Jim Gibson. This award was created to recognize service to the region past and present. We lost Jack Goldschmidt that fall to cancer and Terry Weldon became secretary. We honor Jack with an award for divisional activity.

1982 was Montgomery's turn for the convention again. This year was special as we met in the old Western of Alabama freighthouse that had been converted into a hotel. New officers were Larry Smith, president; Jim Blanchard, V.P.; Terry Weldon, secretary and Robert Hunt, treasurer. This began the year of major growth for the region (from 343 to our current 600 members).

Atlanta hosted the 1983 convention and it was at this convention that the region got its official auctioneer, Mike Flynn. 1983 saw the region produce two bids for the 1988 national convention. The BOT voted to have Birmingham host the convention.

The convention returned to Chattanooga in 1984. We toured the new

headquarters of the NMRA and the Chattanooga Choo-Choo layout. Officers elected that year were Larry Smith, president; Terry Weldon, V.P.; Allen Hicks, secretary and Robert Hunt, treasurer.

1985 celebrates our 25th year since reorganization. Mobile is our host with layout tours and clinics. We have issued a 25th anniversary car.

The future of the SER is bright. We have convention sites chosen through 1989 with Memphis, Augusta and Charleston, S.C., playing hosts and we are asking members in our new South Mississippi area to consider holding a convention.

The region has indeed come a long way from our inception in 1946. Thanks go to Jim Gibson, Norm Pinney and Bill Becker for help in putting together the history of the SER.

## History of the British Region



by Stephen S. Park



A history of the British Region, written for the 25th anniversary *BULLETIN* said, "In October 1942, at the height of World War II, a British model railroad enthusiast, serving in the Royal Navy, published an announcement that he wished to compile a list of names of all the British residents interested in the modeling of American railroads. It was his intention that these people might become the nucleus of the British Model Railroaders Association. By early 1944 it was possible for an announcement to be made that Larry Sagle, then president of the National Model Railroad Association of America, would back co-operation between the two groups. Following much correspondence a provisional committee was appointed to draw up a regional constitution and the British Region Charter was received from the NMRA in January 1946."

In describing the future our historian declared, "The members of the British Region consider themselves rather unique in British modeling circles and rightly so. They have chosen as prototypes for their modeling the railroads of a country that many of them have no chance of visiting. Accuracy and authenticity are a matter of pride for its members and contact through the NMRA helps supply some of the vitally needed data. Although representing only a fractional portion of the total membership, the British Region members are confident in their belief that no other region thinks more highly of the NMRA or is more active in its support. With a region magazine, *ROUNDHOUSE*, that is superior to any other, the first overseas region of the association wishes to hold itself up as an example of what the NMRA can mean to the model rail when its aims are translated into practice."

In the intervening years since the silver anniversary, the British Region has consolidated the work of those wartime pioneers. Interest in modeling American railroads continued to grow stronger and our greatest reward came in 1971 when the national convention was held in London. We had arrived! On that occasion we were able to show the quality of our craftsmanship and modeling to hundreds of overseas visitors. We were also able to make visits to well-known layouts built in the British idiom and two highspots in the week were the high-speed train run to York and the banquet amongst the exhibits of the Museum of Transport in Clapham.

Our region caters to modelers here in a way similar to those across North America. Every facet of NMRA activity is available here in the UK. We have our own library, tape-slide clinics and supplies agency. Our *ROUNDHOUSE* magazine remains a quality production and is published six times a year. A three-day convention is held every year (this year at Dawlish on the South Coast in late September). Three other seasonal meets take place. Divisions have been established and hold meetings frequently. We have contact with many modelers in Europe, particularly the Netherlands and we are keeping abreast of most of the developments within the hobby and the association. Modular displays are being built and exhibited at meetings around our country. Slide, film and video shows are always popular and we have made many visits to railroad-related places.

Modeling components and information for building American prototype models are now readily available from specialist UK stores; the more esoteric of our needs come from NMRA sources, friends and state-side dealers. Credit cards have made life much easier for us, particularly when we remember the exchange controls of former times. How difficult it used to be to get the kits and bits and pieces so essential to our hobby. Nowadays, one telephone call can bring joy within a week! So now our quality modelers can compete with your best and we do win prizes in the contest categories as we have shown several times recently. In short, everything you can do in the NMRA in North America is available for you here in Great Britain.

The fervor to model the American railroad scene is just as strong, the officers and members just as dedicated as were those progenitors 40 years ago. The NMRA still has a big part to play in improving your life within the hobby. New members for the Old Country are always welcome. Our dues are \$10 a year and my address appears on the masthead page of every BULLETIN. Do join us; you will be well received.

The words written 25 years ago are still valid as we approach our 50th birthday. It will be interesting to see how the next quarter century develops. However, of one thing I am sure. The National Model Railroad Association will continue world-wide to enhance the Fun of Model Railroading for yet more modelers.

## The Sunshine Region



The history of the Sunshine Region was unavailable at time of printing.



## History of the Pacific Southwest Region



by Marta Metcalf

The Pacific Southwest Region (PSR), the second-newest region in the NMRA, officially began on June 1, 1982. The new region consists of the former Pacific Coast Region divisions of Arizona, Cajon, Los Angeles and San Diego, covering the entire state of Arizona and the southern portions of California and Nevada.

The proposal to split the Pacific Coast Region in two was first presented at the PCR Board of Directors meeting at Reno, Nev., in October 1980. The primary argument for the suggested split was the size of the PCR and the difficulty in handling the numbers of people at region conventions.

At the PCR Board of Directors meeting in October 1980 then Los Angeles Division Director Robert A. Rowe, now PSR's president and



trustee, suggested the new region be called the Pacific Southwest Region. It seems no other names were suggested, so we became the PSR.

In January of 1982 the membership of the Pacific Coast Region voted in favor of splitting their region into the PSR and the present PCR, which consists of the old divisions of PCR of Coast, Daylight, Redwood Empire and Sierra. Official approval of the new region by the NMRA was granted at the February 1982 mid-year meeting of the Board of Trustees.

On May 1, 1982, an unofficial first meeting of PSR directors and other interested new region members was held to propose a slate of officers for the first election to be held in June 1982. Robert A. Rowe was elected the new region's first president. The first meeting of PSR officers and directors was held in Needles, Calif., on Oct. 2, 1982.

The first issue of the region newsletter, not yet named, was published in October 1982. In December 1982, after reviewing logo ideas and newsletter names submitted by the new membership, the officers, directors, superintendents and region committee chairmen voted to use the name PSR DISPATCH. A logo drawn by Bruce Briggs showing a stylized diesel locomotive was selected.

The first annual convention was held May 17-20, 1984 in Scottsdale, Ariz., with the theme "Saguaro '84." The first convention car was an HO scale boxcar. Highlights of the convention were a barbecue at McCormick Railroad Park and the banquet at the Sunburst Resort Hotel, a newly remodeled facility. Entertainment at the banquet included songs about Arizona and railroads by Arizona's official state balladeer. The convention adjourned with the first annual membership meeting on Sunday, May 20, 1984.

Beside the regular committees such as public relations, achievement program, contest and nominations, the Pacific Southwest Region also has several special committees. One is the Industry Liaison Committee which promotes better manufacturers shows at conventions by establishing a line of communication with the manufacturers.

The Member Aid Committee has volunteers in each division who provide assistance to members who need help in any area of model railroading from scenery to scratchbuilding to wiring, which sometimes involves making house calls. Another busy area of member aid is research assistance, helping to find information in publications, libraries and other sources. A policy of providing a free member aid call to non-members has proven a great way to show potential members the value of the NMRA.

The Activity Coordinating Committee was founded to help clubs and other groups avoid conflicts in scheduling rail oriented events. To do this, the committee keeps track of national and local events in the five southwestern states. The committee also promotes these activities by providing the future events column for the PSR DISPATCH, the division newsletters and four other model railroad magazines.

The Railette Committee helps organize non-rail events at conventions and assists division railette committees.

The Module Committee promotes modular railroading in all scales and the display of modular railroading at conventions.

In order to bring the services of the region closer to its members, the PSR is divided into divisions. These groups carry out the goals of the region and the NMRA at the local level by sponsoring activities, publishing quarterly newsletters and hosting region conventions. Each division has its own slate of elected officers and committee chairmen who provide and promote regional and national programs for the members.

The Arizona Division encompasses the entire state of Arizona. They have meets in the spring, summer and fall. Their publication, the SPUR LINE, keeps members informed of division activities.

The Cajon Division includes southern Nevada and all of California that's not part of the Los Angeles or San Diego divisions. They start the year with a banquet and then continue with layout and prototype tours, an auction, movie nights and summer and fall meets. The ORDER BOARD keeps Cajon Division members posted on upcoming events.

Los Angeles Division, covering Los Angeles and Ventura counties in California, also starts the year off with a banquet, continuing with a spring meet, a summer picnic, movie nights, layout tours and ending the year with a winter meet. Los Angeles Division members keep track of activities with the LA COUPLER.

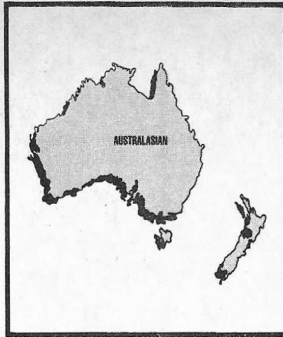
The San Diego Division consists of San Diego and Imperial counties in California. The members are informed of the spring and falls meets and the summer barbecue through their publication, the MAIL HOOK.

As the descriptions above indicate, the divisions of the Pacific Southwest Region offer a wide variety of activities to their members and hopefully they will continue to do so for the next fifty years of the National Model Railroad Association.

## History of the Australasian Region



by John Saxon



The present Australasian Region is the second region of the NMRA to have covered Australia and New Zealand. The earlier Southern Cross Region was disbanded and replaced by the Southern Cross Model Railway Association in the late 1960's following local incorporation and adoption of a constitution at variance to the NMRA Constitution and By-Laws. The SCMRA has prospered and its bi-monthly AUSTRALIAN MODEL RAILWAY MAGAZINE has a circulation of some 8000 or so, mainly to modelers of Australian and New Zealand prototype.

Many modelers, however, did not join the SCMRA and continued with their membership of the NMRA although the benefits of membership largely then consisted of the BULLETIN and access to Data Sheets and Recommended Practices. Nevertheless, interest was maintained and in 1976 there were still 154 members resident in Australia and New Zealand.

The genesis of the Australasian Region was a question in the 1976 NMRA ballot regarding foreign memberships. As a result of my letter of protest to the editor of the BULLETIN, Whit Towers, a letter from the Eastern V.P., John Dorsam, put the question "So what else do you do for the NMRA besides paying your dues? As a general rule, those who have contributed to the NMRA over a period of years generally feel 'close' to the organization. It's no different from anything else, you only get out what you put in."

Thank you, John. Your comments started us on the track to the new region!

More correspondence followed but the idea of one more region did not seem to be attractive to the NMRA executive of the time. Craig Brown, however, who was representing Australasia as executive V.P. at the time, did oblige with a set of address labels of all current members in Australia and New Zealand and the then-Western V.P., Paul Shimada, supplied an address listing laboriously typed by his good wife Amy. We were on our way at last.

In December 1980 a letter was addressed to Bill Carpenter requesting availability of tape/slide clinics, but as there were difficulties in supplying these from the U.S. to an individual, it was suggested the best way access could be gained to the program was by forming a region!

A cassette tape was dispatched in response, addressing, amongst others, the procedures of establishing a new region. Apart from acknowledgement of receipt, there was no response with the tape apparently having bogged down somewhere in the chain of NMRA executives who were considering the matter. Then in early 1982, four other local members joined in pursuing the idea of a local representation.

In late 1982, having heard nothing further and after studying the constitution, all Australian and New Zealand members were circulated for their views on the initiation of local representation. The response was immediate and vocal—Australian and New Zealand members did want representation!

Initially, we inquired if the setting up of an Australia/New Zealand division of the Pacific Coast Region was a possibility but unfortunately this was not open to us. It was suggested that the creation of a new region *might* not be all that difficult if we could get 50 signatures to a petition.

Making this rather long story speed to its end, we obtained not 50 but 78 such signatures and submitted the necessary petition through Western V.P. Duane Damgaard for the July 1983 Board of Trustees meeting in Winnipeg. Due, however, to the matter not reaching the agenda in time, the petition was not considered formally although the meeting in general terms accepted the idea of the new region.

In March 1984, the mid-year meeting of the Board of Trustees at Houston finally approved our petition and Region No. 38, the Australasian Region, was born.

Of the five initiators, John Saxon, Fred Gill and Clive Riley were elected to the Board of the Region in May 1984, with Trevor Moore and Chris Hitchins being then unavailable due to other commitments and an overseas transfer.

Action since has been hectic. Monthly board meetings are held as are bi-monthly members meetings at which railroad-oriented videos and slides are shown. Opportunities for learned discussions are avidly followed.

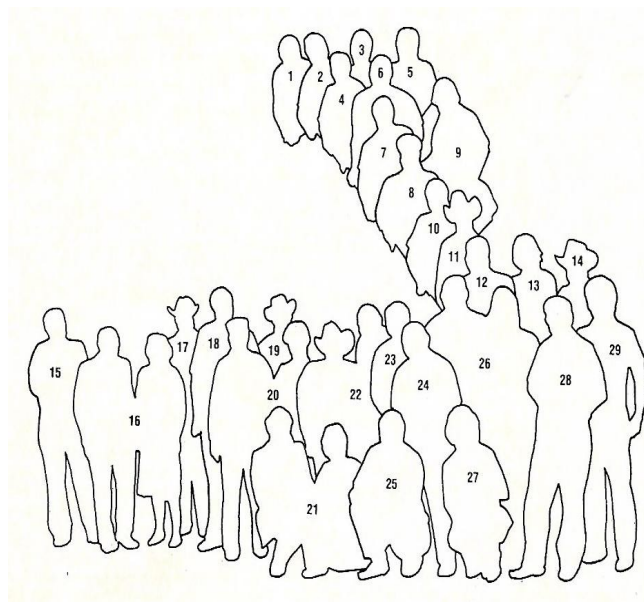
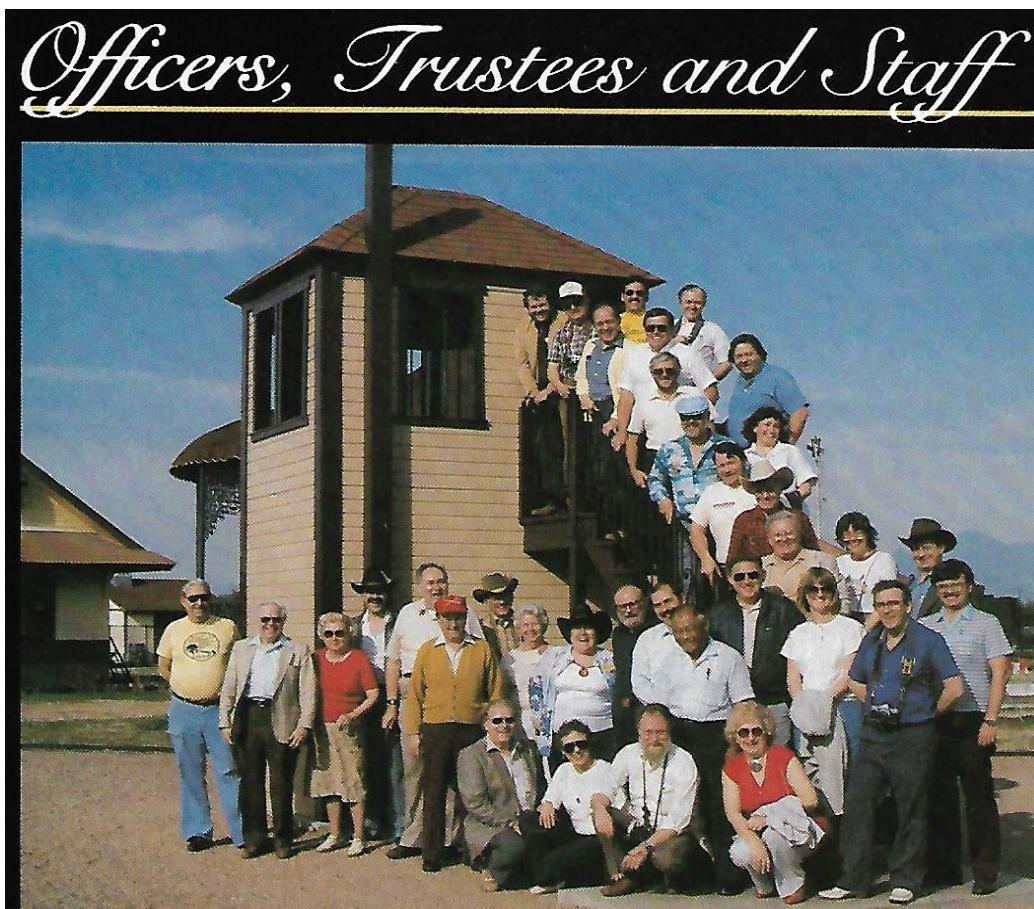
We have a quarterly newsletter titled MAIN LINE which is already running to 18 pages.

We recently received 31 tape/slide clinics from the U.S. and these are now being utilized by the membership. We have already exhibited at the two major annual model railroad shows held in Sydney and Melbourne and as a result have secured many new members for the NMRA and the region.

145 NMRA members are now members of the region, but there are still some who have not joined; we hope to convince them in due course.

Australia and New Zealand have several thousand railroad modelers who are not directly catered for by other associations. We believe we have made good progress to date, and we plan to keep up the impetus for the future.

## 1985 August 50<sup>th</sup> Anniversary Officers, Trustees and Staff



### Legend to your 50th Anniversary officers, trustees and staff

1. C. J. Riley, Mid-Central Trustee; 2. James D. Hammer, Mid-Continent Trustee and Promotion Department General Chairman; 3. Allen Pollock, Recording Secretary; 4. Robert Ellis, Building Fund Coordinator; 5. Lester Breuer, Thousand Lakes Trustee; 6. Tom Draper, Treasurer; 7. H. M. Chuck Place III, Sunshine Trustee; 8. John Widmer, Rocky Mountain Trustee; 9. Duane Damgaard, Western Vice President and friend Judy Anderson; 10. Bob Ferguson, Pacific Coast Trustee; 11. William Parker, Northeastern Trustee; 12. Edward E. Quin, Southern Vice President; 13. Sue Briggs, Niagara Frontier; 14. Bob Moskal, Mid-West Trustee; 15. Robert Rowe, Pacific Southwest Trustee; 16. Bruce Walthers, Industry Liaison and wife Barbara; 17. Larry Smith, Southeastern Trustee; 18. Rick Shoup, Eastern Vice President; 19. Al Turner, Plains Vice President; 20. Edward Mahalak, North Central Trustee and wife Delphine; 21. Nelson Garber, Mid-East Region Trustee and wife Myra; 22. James Williams, Convention Department Chairman and wife Ev, National Rallette Contest Chairlady; 23. John Lowrance, Lone Star Trustee; 24. Paul Shimada, President; 25. W. T. "Bill" Becker, Secretary; 26. Robert T. DuPont, Executive Vice President and wife Diane; 27. Emily Quin, Wife of Edward Quin, Southern Vice President; 28. Stephen Park, British Trustee; 29. Michael D. Carlson, BULLETIN Editor. **Not Pictured:** Joe Kurilic, Central Vice President; Elaine Jones, Pacific Northwest Trustee; John Saxon, Australasia Trustee; Willis (Bill) Ehler, Achievement Department General Chairman; James P. Monroe, Technical Department General Chairman, A. Craig Brown, Services Department General Chairman; Eric Lundberg, Publications Department General Chairman.

# from the Signal Tower

conversation with the NMRA president/Paul Shimada

**O**ur 50th Anniversary NMRA Convention held in Milwaukee, Wis., on July 28-Aug. 4, 1985, has gone down in convention history as the BEST, and with attendance of over 3,000!

Congratulations to Dick Cecil and his fantastic convention staff who really worked their hearts out to give the attendees their money's worth!

Our special thanks to two of our pioneers in the hobby, the A. C. Kalmbach Publishing Company and Wm. K. Walther, Inc., manufacturer and distributor of model railroad supplies. For without them, there may not have been a 50th Golden Anniversary celebration for the NMRA, and they played a key roll in helping make the Milwaukee "Going Home" convention a huge success.

We paid tribute to eight original charter members in attendance at the awards banquet with a large wall plaque which had all 71 names on individual brass plates. Charter members present were: Geert Beling, Harry E. Bondurant, John Chertz, Robert (Bob) Keune, Victor A. Ketchum, Text Guess, Grant Oakes and Frank Ziedler. This special plaque will be on display at the NMRA Headquarters building in Chattanooga, Tenn.

Five special members were honored for their contributions to the NMRA and the hobby, they were:

- The Meritorious Service Award to Lester A. Wilbert, CLU, for chairing the Charter Member Research Committee, discovering the whereabouts and status of the original 71 charter members;
- The President's Award to A. E. "Bud" Sima for his many contributions of model railroad articles for the BULLETIN, trade magazines, the gauge car sides for the BULLETIN, and the sharing of his PURR Railroad layout with members, divisional and regional events for many years. On behalf of the President, Eastern Vice-President Rick Shoup and a very close friend, S. Richard Knotts Sr., made a personal visit to make the presentation at Bud's home with other friends and family members on July 1, 1985. Bud was terminally ill and on July 20 answered the call. Our sincerest sympathy goes out to Betsy Sima, sons David and Kevin;

The Distinguished Services Awards to:

- Dean Freytag for having trained many members to work on the Contest Committee in the Convention Department as he moved up the ladder to become chairman of the Contest Committee over a period of eight years;
- Chuck Hitchcock for many years of service as trustee, area vice president, chairman of many committees, including the British Committee which located the property where our home office now stands, and for the fine job taken, on real short notice, as chairman of the 1984 National Convention at Kansas City.
- The Honorary Life Member Award to A. Craig Brown, past president, for meritorious services as trustee, treasurer, president, and currently Services Department General Chairman and for chairing the Honor Committee.

We compliment and thank our BULLETIN editor, Mike Carlson, for the excellent 50th Golden Anniversary BULLETIN for the month of August—a very informative production.

On the inside cover of the August BULLETIN is a message from President of the United States Ronald Reagan. Through the efforts of communication by our past Promotion Department General Chairman Joe Kurilec, we thank you for your foresight in communicating with the White House to receive a message of congratulations for our 50th Golden Anniversary.

Have you made your plans to show off your model railroad or modules in November for our National Model Railroad Month of activities? Happy model railroading!⊗

**1985 September**

conversation with the editor/Mike Carlson

## **Goin' Home '85 — A New Beginning**

**F**or the over 3,000 NMRA members who attended Goin' Home '85, the eight-day convention held something for everyone. Over 16,000 people attended the trade show which contained over 110 exhibitors. The convention committee tells me the convention will also be a financial success as well. Congratulations are in order for the WISE Division, host of the 50th Anniversary Convention, for a job well done.

The one thing that impressed me most with this convention was the large number of special meetings that were held to discuss various NMRA activities and policies. All the meetings were very constructive, and the NMRA officials attending the meetings had their ears open.

A meeting was held with the manufacturers to discuss how the NMRA can work with industry to promote model railroading. Many fine suggestions were made and further meetings will be held to develop in detail new promotional programs.

Discussions were held with the Teenage Model Railroaders Association. Many past complaints were aired and many proposals discussed on how both associations could work together. Although no firm decisions were made, the two associations will be working closer together in the future, I'm sure.

A meeting of NMRA editors was held with the purpose of exchanging ideas, information, and tips on how we can all help improve our various publications. A mailing list of NMRA editors will be kept by myself to mail artwork and other items that may be of use to region and division editors. Those editors who could not attend the meeting should send me their name, address, and phone number so they can be added to the mailing list.

There was a meeting to discuss NMRA contest rules. Tom Persoon discusses this meeting in this issue of the BULLETIN. Also, three manufacturers held a separate Modern Prototype Modelers Contest, and Tom also has provided us with an article about this contest, as well as articles about the portable layouts at the convention and a review of the clinics held at the convention.

These meetings I've talked about were refreshing to see and partake in. It showed me that the NMRA is ready and willing to adapt itself to the needs of the modeler in the 80's. I'm quite confident these types of meetings and the spirit in which they were conducted will continue.

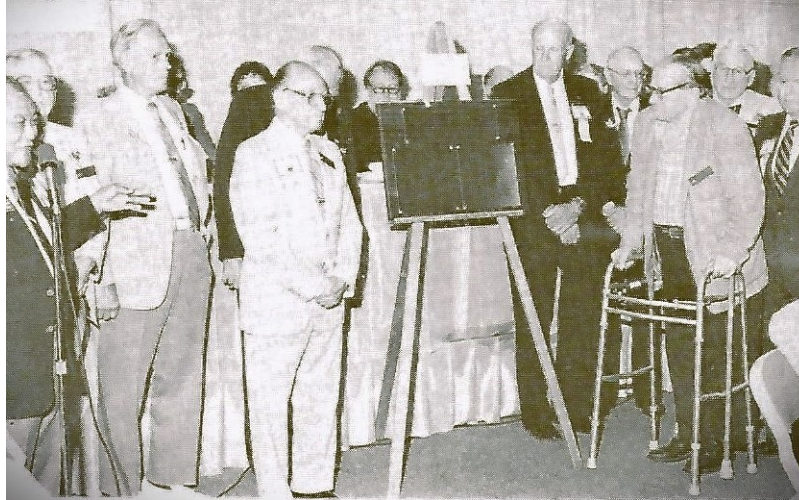
I truly believe that Goin' Home '85 is a new beginning for the NMRA, one in which the best of the old NMRA will remain and new, innovative ideas and services will be added to the benefit of the NMRA member and the hobby of model railroading.⊗

**1985 Nov published      This photo taken at August Convention**



**Capt. Thomas Corlett (center) former British Region librarian, recently received a presidential award for long service to the NMRA. With him on the left is Stephen S. Park, BR trustee, and Roderick Welch, BR veep. The presenter, President Derek Frow, took the picture.**

## Charter Members Received Plaque for Founding the NMRA 1985 December



## 1986 February **Request Please Don't say "Non-Rail..."**

### Raillette Corner

by Rosella Nash, National Raillette Coordinator

Fellow members, male and female, it has come to my attention that we need to get on the bandwagon, so to speak, and let the NMRA officials know our feelings on a matter that has risen again and that is the name Raillette.

We wish to retain the name regardless of sex, creed, race or nationality. After all, the name Raillette is synonymous with Rail and it is one that we can be proud of: It adds class and distinction to this great organization.

So just because we are the minority group, don't build models, have layouts of our own or take an active part in the workings of a home or club layout doesn't mean we lack interest or enthusiasm for those who do. We do our part in that we keep the home fires burning and give moral support. These are two very good attributes in our favor, but there are many, many more. So let it be known we are very proud of all the Raillettes who build models, have their own layouts and participate in all the various activities.

The use of the word Non-Rail is creating the idea among the ladies that we don't belong to the organization. It is a negative, non-person name and it makes for bad feelings. So please, for the sake of all concerned, drop the use of the name Non-Rails when planning the activities for the national and/or regional conventions as well as any meetings where ladies are involved.

I feel this is a very small favor for which we ask. We do want everyone to know we want to be included in this organization. Also, we welcome all members to participate in any of the activities during a convention or meeting. So let's all pitch in and really make this an outstanding organization. Forget this idea of sex, creed, race, nationality and discrimination and become a group that enjoys being together and participating in all activities by choice. We can and will do it. Remember though that model railroading is fun and that it is or should be a family affair.

In closing, I am asking each of you to let your regional, as well as national, officials know our thoughts and feelings in this matter. You may also want to refer to the NMRA EXECUTIVE HANDBOOK, Convention Section 6, Raillettes, pages 8.3 through 8.37. Your regional president/trustee should have this book in his or her possession.

Thank you all for your continued assistance and support. Happy railroading.

## 1986 March **NEW AP Category: Master-Builder Prototype**

### **4A Master Builder-Prototype**

Recently the Achievement Program added the category 4A Master Builder-Prototype bringing the number of categories to 11. Seven certificates will still be the requirement needed to achieve Master Model Railroader status. 4A will appear after Category 4 under B. Railroad Setting.

This category was created because more and more modelers are turning to railroad history for their modeling. Also, with the turn to modular modeling, it was felt the AP should offer something more specific for the member who is interested in creating a series of modules along the prototype lines.

#### **4A Master Builder-Prototype**

a. Must have constructed six models from a prototype railroad using prototype plans and/or photographs to verify the final appearance of the models. At least four different types of models must be represented. These are rolling stock, railroad structure, a

caboose or passenger car and a locomotive. Four of the six models must be scratchbuilt with three different types represented; the remainder must be super-detailed. The six models must be displayed for merit judging in an authenticated scene on a diorama, module or modules large enough to present a total railroad scene.

b. Must prepare a written description along with documented evidence (photographs, maps, etc.) which will verify the actual prototype railroad scene used as a basis for the models and diorama or module(s). Merit judging will follow the judging categories used for category 4-Scenery.

c. Must prepare a written description of materials and methods used to build the models and the diorama or module(s).

d. Must have won a Merit Award (87½ points) on requirement a. Individual models built for this category may be used for merit judging in categories 2 and 3.

e. Must submit a completed Statement of Qualifications which shall include all attachments as for b, c, and d. SOQ must be witnessed by a qualified NMRA member that all the requirements have been met and all applicable NMRA standards adhered to.

Bill Ehlert  
AP Chairman

**There are now eleven (11) Certificates. Seven (7) remains the requirement (at least one (1) for each of the four areas) to earn Master Model Railroader.**

**1986**

**It is once again Election time for the NMRA. As usual, the Candidates are listed in the Bulletin. Each one has a small biography and a statement of their intentions if elected to office.**

**However, there is something “different” for the first time.**

**1986 April 1<sup>st</sup> Woman to Run for NATIONAL NMRA OFFICE**

**FOR  
WESTERN  
VICE  
PRESIDENT  
ELAINE JONES**



Elaine has been an active member of the NMRA and the Pacific Northwest Region for 15 years. During this time, she has served as divisional superintendent four years, regional vice president two years, and is now in her sixth year as president of the Pacific Northwest Region. Also during this period, Elaine was divisional secretary and treasurer for two years each, mini-meet chairman for over ten years, newsletter publisher five years, secretary and railette chairman for one regional convention, general chairman for two regional conventions, and is presently co-chairman for the 1987 NMRA convention, to be held in Eugene, Ore. In 1977, Elaine and her husband were presented jointly with both their division's "Member of the Year" and region's "Man of the Year" awards.

## **1986 May**

**Palmer Kloster announced as a Master Model Railroader #104.**

**Hal Riegger announced as a Master Model Railroader #105.**

## **1986 June**

**Douglas C. Taylor announced as a Master Model Railroader #106.**

**George Sevier announced as a Master Model Railroader #107.**

## **1986 September**

**Joseph A. Kocsis announced as a Master Model Railroader #109.**

**Stanley H. Rajca announced as a Master Model Railroader #110.**

## **1986 October**

**Bill Ehlert announced as a Master Model Railroader #113.**

**Allan C. Phillips announced as a Master Model Railroader #114.**



## 1986 October The Minuteman Convention in Boston Awards



**Dr. Bob Chait (left) presents the Brass Lantern award to Steve Solombrino of Wakefield, Mass., for his Union Pacific CA-11 caboose. Photo courtesy Kalmbach Publishing Co.**



**Robert Thompson of Centerville, Mass., won the Brass Bell Award from the Brotherhood of Locomotive Engineers, a new award this year. Photo courtesy Kalmbach Publishing Co.**

## 1986 October The Minuteman Convention in Boston Awards



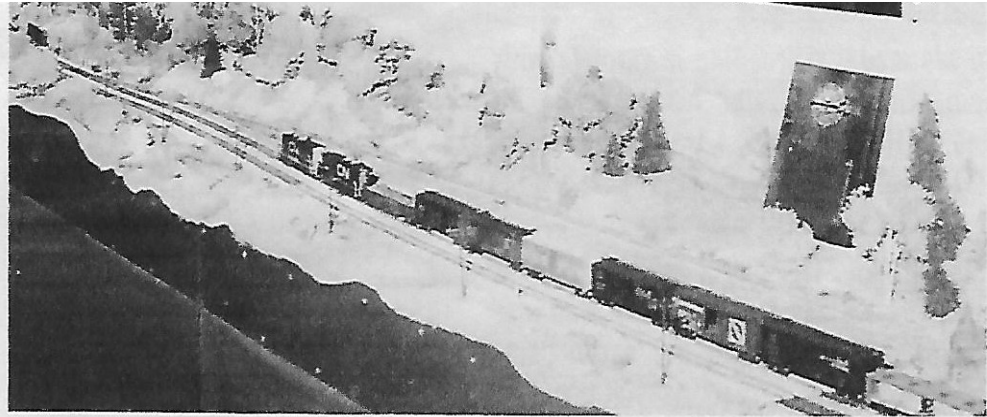
Dean Freytag (right) standing in for president Paul Shimada, presents the President's Award to Vince Waterman for his work on the Youth In Modeling Award. Photo courtesy of Kalmbach Publishing Co.



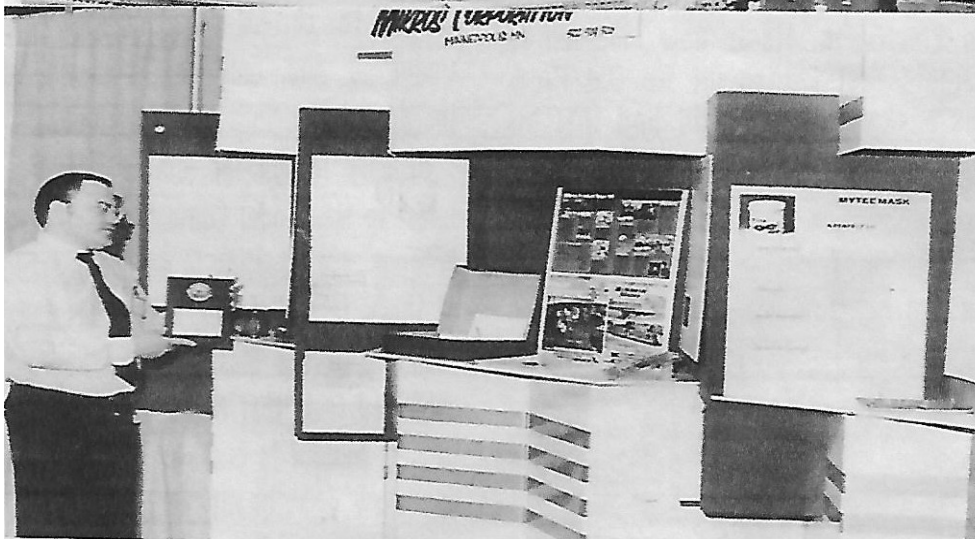
Some of the new Master Model Railroaders pose for the photographer at the Boston convention. They are, from left to right, Peter Watson, John Spanagel, Charles Hitchcock, and David Messer.

**PLEASE LOOK CLOSELY AT THE PLAQUES AS THEY CHANGE**

## 1986 October The Minuteman Convention in Boston Awards

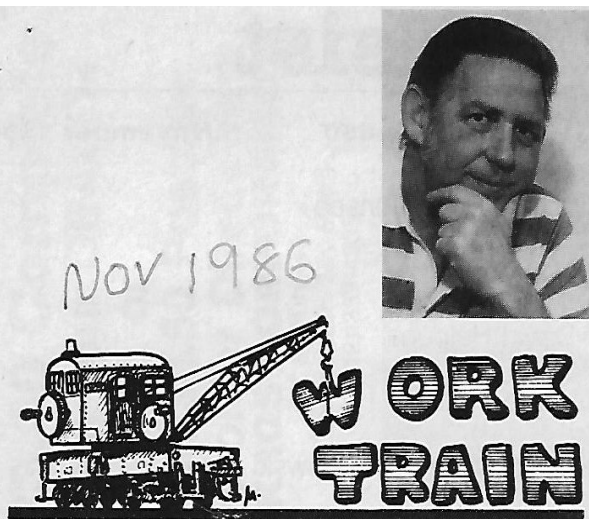


This module won First Place Module in the Group category. It was constructed by members of the Quebec Model Railroad Society of Quebec, Canada, in HO scale.



Mikros Corporation of Minneapolis, Minn., was awarded the National Convention Department's award for Best Commercial Display. Frank Lorez, president, is holding the award in this photo.

**1986 November**



### conversation with the president/Bob Dupont

One of the great improvements I feel the NMRA has to offer the membership is the professional manner in which the home office is now being run. This is thanks to Carolyn Kelley and her excellent staff. It was not too long ago there were all types of justifiable complaints about the way the NMRA office handled the affairs of the membership. I have not heard for some time any direct complaints regarding our staff in Chattanooga.

You're now able to call the home office and, thanks to the computer, find out about virtually whatever information you desire. I feel this has certainly been a great step forward for our organization.

While on the subject of the home office and its capability, I'd like to bring up the continuous question from the membership as to when the NMRA will be bringing out a new directory. I, too, would like to be

able to refer to an up-to-date directory from time to time, but because of the mobility of our members, it has always been the history that after six months the new directory is obsolete. The cost today to give the membership a directory would be in excess of \$50,000 (printing and distribution).

Thanks to our home office operation, however, if you're traveling through an area and wish to know about the members living in that given area, the computer and the office staff are capable of giving you this information at no charge. This is a very fine service offered to our membership thanks to the home office. Yes, that is correct, I said at no charge! This is something that perhaps in the future might require a small fee, but at this time it is free.

Our new Data Sheet Chairman is Larry Redmond from Houston, Texas. I'd like to thank him for taking on this difficult task. It's our plan to offer you the first data sheet, in over 12-15 years, beginning with either the January or February issue of the BULLETIN.

I'd like to offer my apologies to Mr. and Mrs. Bill Wells of San Jose, Calif., who made a donation to the NMRA Building Fund in December 1985. Somehow, this generous contribution of \$1,000 was not noted in the BULLETIN. I hope this is only one slip that we have made, but if not, please let me know if you've made a donation which has not been acknowledged. I'm most sorry this happened, and we will endeavor to ensure it does not happen again.

I've been asked several times what we still owe on our home office in Chattanooga. The amount yet to be paid is \$158,000.

When your December issue of the BULLETIN arrives, there will be something enclosed with which I'm sure you'll be delighted. This is being done thanks to Mike Carlson and the BULLETIN. To my knowledge, this is a first-ever for the NMRA. This will be well worth waiting for, and I don't think you'll be able to guess what it is. ☒



## 1986 November

### Your membership is now worth \$40

NOV 1986

**F**or those of you who may not have read the Library Car column last month, the A. C. Kalmbach Memorial Foundation Library opened its doors on Oct. 1. As part of this opening, the library announced it will provide \$20 of free research time to every NMRA member, annually. That works out to two hours and forty minutes of research time available to you each year through the library as an NMRA member.

For those of you manning membership booths, the above announcement is an important service you must point out to potential members. The NMRA is a better buy than ever for twenty dollars. Let's review what you get for your money.

1. Every regular member receives 12 issues of the NMRA BULLETIN. With an average of 12 modeling articles per month, plus association news, coming events notices, book reviews, and new product release notices.
2. Modeler's Aid published in the BULLETIN monthly allows any member to ask the entire membership about a modeling problem that he or she needs an answer to.
3. Every member has access to the library resources and services. In addition, the member also receives \$20 of free research time each year.
4. Every member has access to attend NMRA divisional, regional, and national meetings and conventions.
5. Every member has access to the NMRA membership computer files to find members living in his or her area.
6. Every member may participate in NMRA divisional, regional, and national model and photo contests.
7. Every member may participate in the Pike Registry program.
8. Every member has access to estate counseling services.
9. Every member can participate in the Achievement Program.
10. Every member may purchase the NMRA Data Sheet Handbook, available only to NMRA members.
11. Every member receives an annual periodical index of all major model railroad publications.
12. Every member receives a directory of information when published.
13. Every member receives a set of NMRA Standards and Recommended Practices when he or she joins.
14. Every member is kept informed of Special Interest Group functions through the Special Interest Group column in the BULLETIN.
15. Every member may participate in the Pass Exchange program.
16. Every member has access to the NMRA Tape/Slide Clinic program.
17. Every member has access to the NMRA Layout Tape/Slide programs.
18. Every member has access to the prototype information coordinator.
19. Any member may hold divisional, regional, and national office.
20. Every member has a vote.
21. Seven dollars of the membership fee is tax deductible.
22. The NMRA provides an NMRA National Retailers Network for members to patronize so they know they'll get good service for their modeling needs.
23. Member Aid Services are available to every member through divisional, regional, and national representatives.
24. Railette and youth programs are offered at every NMRA level of activity.
25. A new service starting in December 1986 will provide every NMRA member with an additional \$4 service at no additional cost to the member.

Quite an impressive list, for only \$20, and the list does not include services offered at regional and division levels. In all, after Dec. 1, 1986, the NMRA member will be receiving \$40 worth of service for \$20. The member is paying 80¢ per service for services worth \$1.76 each on the average, that's a 55 percent discount on what the services should cost! That's the best buy in the hobby today! And the friendships, good times, and memories are all free! With this going for the NMRA, you NMRA people manning the promotion booths should have no problem selling memberships this fall and winter. Show potential members this list. And also tell them the more members we have, the more services there will be offered to them without additional cost. Let's do our best to get our membership on an upward swing.⊗

## 1986 December

**Gerald V. Carson announced as Master Model Railroader #108.**

**David W. Messer announced as Master Model Railroader #115.**

**Charles R. Hitchcock announced as Master Model Railroader #108.**

# Model Railroaders go Online

*A First!*

by Rick Johnson

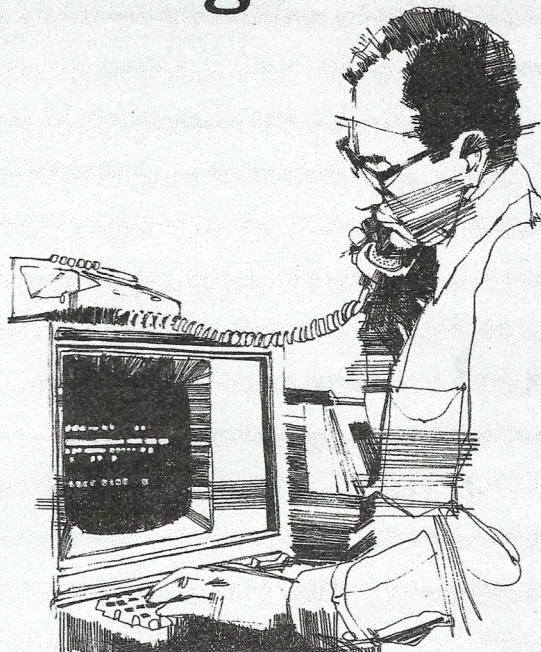
At 10:00 p.m. on Friday, July 18, 1986, a group of railfans and model railroaders held the first-ever railroad conference on the CompuServe Information Service. The participants, located all over the country, "spoke" to each other via their personal computers. Through the use of modems (which allow computers to communicate over telephone lines) they simply logged onto the CompuServe network (in most cases with a local phone call) and joined their friends in the ModelNet forum (see the sidebar on accessing ModelNet).

ModelNet is an official project of the Academy of Model Aeronautics (the model airplane flyer's national organization), and is coordinated by system operator (known on CompuServe as a sysop) Doug Pratt, Special Projects Director for the AMA, and assistant sysop Tom "TC" Caldwell. Doug has been on the editorial staff of two national model magazines, and writes regular columns for three. His second model-oriented book is due for publication soon.

Doug felt that a model railroading section was a natural spinoff for ModelNet, and looked in CompuServe's user directory for subscribers who entered railroading as one of their interests. He then sent electronic mail to each of them, inviting them to the conference. Although there may have been others quietly watching their monitors, those who actively participated in the conference were:

Doug, Sysop and moderator	Jon — RRRXING
Dave Bunge	John Collins
Dorr Altizer	Mark Travis
Douglas Graves	Rick Johnson
Ed Boudrie	Rick Simard
Ed Schonack	Riley
Howard Moskowitz	Ron Paludan
	Ted Hatzfeld

What I'm presenting here is an edited transcript of the conference. Those of you wishing an unabridged version may want to download it from ModelNet's Railroad Data Library, referred to in the conference as the "DL." Other examples of "CompuServe-ese" language used include "CO" for Conference, "Easyplex" for CompuServe's electronic mail service, "CIS" for CompuServe Information Service and "BBS" for bulletin board system.



## THE CONFERENCE

**Sysop:** Welcome, all you newcomers. We're quizzing each other on our areas of interest.

**Riley:** My interest is both hobby and business. I spend my time building layouts for private clients and for myself when time permits. I also like to watch trains, but time has kept my nose to the grindstone. I'm interested in Marklin and TT gauge, a nice obscure end of the hobby. My favorite prototype Class I is Seaboard Air Line, along with Chicago Tunnel Co.

**Sysop:** Ho ho, a professional.

**Riley:** So called.

**Sysop:** I love Marklin Miniclub myself. Bought my wife a set.

**Riley:** It's neat stuff.

**Sysop:** Delightful stuff. OK, who else? Step right up.

**Jon:** Ok, I'm more of a railfan than anything else. To explain the "RRXING," that's the Vanity plate for my car...

**Sysop:** Hee hee.

**Jon:**... as I spend so much time at RRRXING's.

**Sysop:** Nifty, thanks, Jon.

**John C.:** My interest is in HO scale and railfanning. My favorite is SP and SF. Have spent much time at "RRXING's," too. Enjoy the Calif. State Railroad Museum and the Carson City Railroad Museum.

**Sysop:** Thanks, John. I live near Washington D.C. We have a trolley museum nearby in Maryland. They fire up a

few diesels every Sunday. Really neat.

**Ron:** Howdy, I'm re-entering the hobby after a ten year absence. I'll probably pick up N or Nn3.

**Sysop:** Thanks, Ron.

**John C.:** Forgot to mention I'm a member of the Orange Empire Trolley Museum here in Perris, Calif. Am training as a motorman—God help everyone!

**Sysop:** You get on the big iron then, Eh?

**John C.:** Right.

**Dorr:** I live in Phoenix, with branches from SP and SF. HO scale is it, and railfanning second.

**Sysop:** Thanks, Dor.

**Howard:** I'm getting back into the hobby after an absence of a few years. I'm attempting to build an HO layout.

**Sysop:** I know the feeling... critical shortages of space and time.

**Mark:** I live in the St. Louis area. Lots of railroads! I model in HO, mostly B&O and Western Maryland. Anyone out there done anything with sound systems?

**Sysop:** Thanks, Mark.

**Dave B.:** I'm in the real thing. I shoot TV tape around Ohio.

**Dorr:** I love SP gray and red, hate SP/SF yellow and red! Dave, what's the real thing? Trains, maybe?

**Dave B.:** Yes!!!

**Rick J.:** Hi gang, I've done a few prototype drawings and model in HO, mostly Midwestern stuff like Soo and CP.

**Sysop:** Thanks, Rick.

That's been on for at least 10 years.

**Sysop:** Hmm. . .

**Dorr:** No, Riley, the biffy editor retired.

**Sysop:** Hee hee.

**Dorr:** Doug, will send letters to all NMRA officers and include a copy of this transcript. For general interest, the NMRA address is NMRA, Inc. Headquarters Office, 4121 Cromwell Road, Chattanooga, TN 37421. Join! Help us make it better!!!

**Sysop:** Thank you, Dorr. I sent a package of ModelNet handouts to the Convention, hope they make it. If you'd like copies, please Easyplex me your mailing address, and thanks for your efforts.

**Ted:** Hello I'm new here, but in the NMRA for 15 years. I have been very interested in your talks I have an interesting way to weight HO rolling stock if you're interested.

**Sysop:** Glad to have you here, Ted. Why not describe it in a message, and leave it on the board. That way more people will see it and respond.

**Ted:** I use drapery weights. They fit in each end of the car, and weight 1 oz. each.

**Ron:** Perhaps a copy of an NMRA application in DL7 would be nice.

**Sysop:** I agree. If someone will send me one I'll do it, and if we had NMRA HQ on line they could take member info via Easyplex. I'll be happy to set it up.

**Rick J.:** Two items here: First, does anybody mind if I've promised an edited transcript of this conference to Mike Carlson of the NMRA BULLETIN for possible inclusion?

**John C.:** Not me.

**Sysop:** Hoo-ray!

**Jon:** Great idea about the BULLETIN, Rick!

**Rick J.:** And, Doug, how could we implement a database of some sort in here like an online Walthers catalog or locomotive/rolling stock rosters?

**Ed S.:** EXCELLENT!

**Sysop:** Well, Rick, you're gonna have to give me some time on that one. Fact is, some changes are being made in the Electronic Mall and I'm now working to get hobby stores online. If we can get manufacturers involved, they can now post their complete catalogs (minus prices, which is considered advertising) in the DL's and answer all price questions via Easyplex, which is private. Some of the changes coming to the Forum software, such as the ability to mail without leaving ModelNet, will enhance this. The people I work with at CIS are working on it, and I hope it'll happen soon that you will be able to read catalogs and place orders online. Meanwhile, if there's a list of NMRA clubs, officials or events, I'd love to have them in the DL now.

**Jon:** Doug, I'll do the official list for the NMRA tonight and upload when I can get my communications program to

work. I'd like to see some database for railroad radio frequencies for scanners.

**John C.:** Yeah!

**Jon:** That's something I've been trying to get from Extra 2200 South. More RR activity on this BBS is required for CIS to get the NMRA its own Forum. I'll try to help as much as possible.

**Sysop:** Fantastic, Thanks! Let me know if you have problems. Call me if I can help. As for the scanner listings, try GO HAMNET and look at their scanner frequency listings. I listen to shortwave, so I'm there a lot.

**Rick J.:** Does anybody out there use Multiplan® or Lotus® or dBase® for a railroad database of any kind?

**John C.:** I do.

**Ed S.:** Yip.

**Rick S.:** Doug, Would you like to UPS me some handouts? I'll see to it they get to the convention since I live near Boston.

**Sysop:** Thanks, Rick. If you'll send me your address via Easyplex, I'll UPS them to you Monday.

**Ted:** I'll post my idea of weighting cars as you suggest. Also when is next meeting?

**Sysop:** Thanks, Ted, I think that'll get some discussion going. As for the next RR CO, what would y'all say to doing this once a month?

**Ted:** OK.

**John C.:** Great idea!

**Howard:** OK.

**Jon:** Great stuff!

**Rick S.:** Highball!

**Sysop:** Maybe on a special evening rather than Friday? Speaking of which I'll schedule a monthly RR CO.

**Rick J.:** If we schedule it far enough in advance maybe we can get it announced in the BULLETIN.

**Sysop:** Let's settle on a date and have it there each month. That will cover the announcement.

**Jon:** Weekends sound better to me. I'm a professional student and don't have any weekday evenings free.

**Sysop:** Well weekends are tough for me. I'm leaning toward the second Wednesday at this point, but I suppose we could try the second Sunday.

**Rick J.:** How 'bout if we flip-flop between the weekenders and mid-weekers?

**Sysop:** Gets complicated, hard to remember. How about the second Sunday of each month, 10 p.m. Eastern?

**Ed B.:** SOUNDS GOOD.

**Jon:** Sounds good!

**Ron:** OK.

**Dorr:** Good.

**Rick S.:** Sure.

**Howard:** Fine.

**Rick J.:** Sure, why not?

**Sysop:** OK, let's call it a wrap. . .

**Rick S.:** Okeedokee.

**Sysop:** . . . for a very successful first CO. Thanks a lot! Good Night, all!!! ☺

**Riley:** Several people mentioned that they had been away from the hobby. What brought them back?

**Sysop:** Thanks, good question.

**Howard:** The reason I've come back is GUILT. . .

**Sysop:** (hee hee)

**Riley:** (hhhh)

**Howard:** My kids were too young when I originally began. Now they can appreciate it, and help! Plus, it's always been a great way for me to relax.

**Sysop:** Sounds good to me.

**John C.:** I came back because my parents sent my American Flyer set out 2 years ago for Christmas. However, I ended up getting into HO—one whole bedroom full and am looking to buy a place of my own so I can expand.

**Sysop:** That's one good reason.

**Douglas:** 22 years ago my parents sold my American Flyer set. Just bought an American Flyer, Lionel and HO set from a family that is moving and the kids do not want the trains. Some of the equipment is 1952 vintage.

**Sysop:** Thanks, Doug.

**Ron:** I got back in after making the mistake of picking up a copy of MODEL RAILROADER. I'm hooked again.

**Sysop:** It happens!

**Dorr:** Anybody in the NMRA? Membership is dropping and we can't figure out why.

**Riley:** There's a reason

**Rick J.:** The NMRA has discussed a BBS, perhaps via CompuServe. Would this help anybody? What would you like to see on a RR BBS?

**Sysop:** I've talked a lot to CIS about the possibility of spinning off a RR and railfanning Forum. It CAN happen if we can get the activity a head start, and I'll help all I can thru ModelNet.

**Howard:** Go for it!

**Mark:** I've been in NMRA several years and enjoy it a lot. As I move around the country, interest seems to die out in the regions that are not very active. The national conventions are great. I wish I was going this year. For those back into the hobby, did your interest in computers make any difference?

**Sysop:** Thanks, Mark.

**Jon:** I've been in the NMRA for 13 years and have been fortunate to live in the Mid West Region and have the south-eastern Wisconsin 'burbs of Chicago. The more active the region the better the participation, but why railroads?

**Sysop:** Thanks, Jon.

**John C.:** Don't mean to backtrack, but would you believe my dad still has his 1932 vintage Lionel trains? Also, after NMRA talk, did anyone make it to SteamExpo like I did?

**Sysop:** Thanks, John.

**Riley:** As far as the south is concerned if the NMRA were a Disneyland ride it would be a "B" ticket.

**Sysop:** Whew!

**Douglas:** Are also members of the Blue-

grass Railroad Museum in Lexington, Kentucky.

**Rick S.:** I'm from Cape Cod Massachusetts. I'm a New Haven fan as well as in HO. I really appreciate having this network. When I bought my Amiga computer I never thought I'd be railfanning with it.

**Sysop:** Thanks, Rick, glad you're here.

**Dorr:** Back to the NMRA. What can we do to increase the membership?

**Ron:** Well, I plan to rejoin. I wonder if the shrinking of the NMRA represents a decrease in the hobby as a whole. Computers replaced it as a hobby for me. Now computers are my job & I need a new hobby.

**Sysop:** I doubt it, Ron. The industry is sound.

**Rick J.:** In reference to Mark Travis' comment, I've had some experience in computergraphics and foresee doing prototype drawings on my PC.

**Sysop:** Why not? The two go together well. If any of you have contact with NMRA officials, or someone who can be our liaison with NMRA, I'll be delighted to make space available for NMRA official stuff.

**Ed S.:** I think that if you were allowed to sign up for the NMRA online via your computer, you might be surprised at the response. I'm not a member and I would sign up right away if this were made available. As it is now, I don't ever see any ads for the NMRA in the more popular magazines.

**Mark:** On NMRA membership, the online signup is a good idea. The regions need to take an active part in creating smaller sections to really get the local interest. Sysop, would there be any charge to the NMRA for running a Forum? Is anyone interested in a pass exchange? Leave me a message on Easyplex.

**Sysop:** Thanks, Mark. I can make arrangements to get NMRA stuff online at no charge to NMRA. If we can really get a railroad forum going then there would not be a charge for connect time for the sysop. Meanwhile, I can make it easier for the NMRA to use ModelNet. I'd be glad to discuss it.

**Douglas:** I would like to correspond with other model railroaders and NMRA members. Contact me via Easyplex (number 76327,1367). Have to go, bye!

**Sysop:** Thanks for being here, Doug!. Appreciate it, see you!

**Howard:** Yes, the problem with the NMRA is lack of Advertising. When I wanted to become a member, which I am, I had a difficult time finding out how and where. Question: I'd like to know the details of Pass Exchange?

**Riley:** The NMRA still thinks that Eisenhower is president, and that spats are still in fashion. They're easily 20 years behind what's happening now. Do they still do articles on outhouses?

## 1987: A THANK YOU to the 50<sup>th</sup> Anniversary Committee

# the 50th anniversary committee

by Bob Ellis, NMRA Executive Vice President

When the NMRA celebrated its 50th anniversary a great deal was done to help call attention to how model railroaders, worldwide, had joined together to put organization in our hobby.

One group that has yet to receive appropriate recognition is "The 50th Anniversary Committee." This committee consisted of a group of dedicated members from the Eighth Division of the North Central Region. They felt that a series of appropriate items of rolling and memorabilia should be developed to help us commemorate our 50 years of existence. The administration of the NMRA authorized them to produce the 50th anniversary materials, advertise them and, from their sale, pay the NMRA a royalty.

The committee produced a number of rolling stock models with attractive artwork and paint schemes. A subcommittee, also from this same Detroit area of the NCR, produced name tags, belt buckles and a 50th anniversary jewelry charm. These North Central Region NMRA members were completely internally financed and the development of the attractive series of items was entirely a result of their efforts and their creativity.

They were successful. They paid the NMRA in excess of \$7000 in contracted per-unit royalty plus making a generous contribution of \$5000 for the Building Fund. They were also able to make a gift of \$2775 to the NCR and gave the NCR Division Eight treasury \$4000. They returned to the NCR Division Eight Investors their seed-money investment plus a profit. When the promotional program was over, the remaining rolling stock (worth several thousand dollars) was donated to the NMRA Building Fund Program. (A few items are still available from our Chattanooga office.)

The present NMRA administration is acutely aware that one of the real rewards that a member receives from service to our organization is proper and appropriate recognition. Thus, it should be noted that the rolling stock

part of the 50th anniversary endeavor was handled by Larry Lauer and his wife Phyllis Ann, Ed Cummings and wife Lee, Ed Gray and wife Ede and John W. (Bill) Peterson and wife Zella. This group spent countless hours working to successfully complete this important project. The wives of the committee members assisted significantly by helping with packaging, labeling, record keeping and answering the telephone. They also assisted by offering their good graces, their encouragement, their kind understanding and by serving as much-needed coffee-makers. Artwork for the 50th Anniversary Committee was designed and developed by Barry Snyder. Barry also assisted the project by working with our BULLETIN editor to produce appropriate advertising. His wife, Edna Snyder, also supported the project.

The enormity of this project is emphasized by our realizing that the group inspected, boxed, labeled and shipped approximately 3,500 business cars, 2,400 diesel/caboose sets, 1,800 boxcar/hopper car sets and 685 anniversary train sets. When the project was completed, they forwarded to the NMRA headquarters, as a building fund donation, nearly 300 rolling stock units. Countless nights, Saturdays and Sundays were spent working in the committee members' basements to successfully complete the enterprise.

The subcommittee of the 50th Anniversary group that produced and sold the 50th Anniversary name tags, belt buckles and jewelry charms consisted of Dick Ashley and wife Judy and Jim Williams and wife Ev. They sold over 200 buckles, 500 nametags and an unknown number of anniversary charms. Their artwork was also prepared by Barry Snyder.

Members of the 50th Anniversary Committee and your helpful spouses, we extend to you our appreciation. Your efforts to promote and commemorate our organization's 50th Anniversary was a great service to the NMRA and to our hobby.

"Those that serve the best—benefit the most"

THANK YOU! YOU ARE APPRECIATED!

**1987 January**

**The Golden Spike Awarded was approved and added by the Board of Trustees at their meeting in Burlingame, California.**

**It was intended to be achievable by anyone building a home model layout, module, or portions of a club layout. It required just a little more than “shaking the boxes” when building a layout.**

**1987 July**

## **The Work Train**

conversation with the president/Bob Dupont

**C**ongratulations to the membership for their hard work in putting the NMRA membership on the rise for the fifth month in a row. This is most satisfying to see as it shows that the hard work of the membership on both the divisional and regional levels has been and is continuing to pay off in solid results.

Our Promotion and Membership General Chairman, Jim Hammer, has been working very closely with the divisions and regions and this, as you can see, has been a big boon to our organization. I take great pleasure in being able to give you this very positive report on our increasing membership. Remember, however, we still need your help in getting new faces into our organization.

I feel one reason we are making headway with getting new members and retaining the old is that the NMRA is now promoting the hobby of model railroading in all scales. I feel this image is most important; it is the obligation of the NMRA to serve all model railroaders and encourage all scales. This includes the development of needed engineering data that will best suit these individual needs. As you can see, this attitude has been a very important part of the new image the BULLETIN is presenting. Each month you have been seeing that the BULLETIN has a great variety of information and modeling for all the scales.

Naturally, since I am a member of the PCR and the Coast Division, I am most familiar with their functions and activities. I notice from some of the regional and divisional newsletters that their activities and functions fall pretty much in line with those of the Coast Division here in California. I would like to offer a few suggestions other

regions and divisions might like to consider for their activities. The Coast Division has had a history of very successful and well-attended meetings. These meetings consist of the business meeting, slides or movies, photo contest, modeling contest with a special youth modeling contest, plus a very large auction. I think the reason these meetings have been successful is that they have a set program for each meeting and those attending know what to look for throughout the year. One of the great attractions at the Coast Division meetings is the auction. At many meetings, there are over 600 items offered to the bidders. This is one great way somebody else's junk can be turned into someone else's treasure. If you have never tried an auction at one of your divisional meets, please do so as I think you will find it an exciting part of the day. Later in the year, I am going to have John Dennis, Coast Division and PCR Auction Chairman, write an article for the BULLETIN telling you what he thinks is the best way to operate one of these events. Also let me remind you that from the selling price of each item in the auction, the division or region receives a commission of 10 percent which is a great help in building up your treasury.

After looking over my notes, it appears I did not tell you that the president's business car, which had been missing for some time, has been found at the home office in Chattanooga. Carolyn Kelley found the car and will take it to the Eugene convention for those of you interested in seeing it.

Speaking of the Eugene convention, please plan to attend and support this activity if at all possible. There have been a lot of people spending a great deal of time to put this function on for the membership. It takes several years of work and planning to put on a national convention. This is all volunteer labor. We owe these hard-working individuals a great deal of gratitude. Without them, there would be no yearly convention to attend. This will be the last such convention on the West Coast for some time; the 1991 convention in Denver will be the next convention near the West Coast.

I am looking forward to seeing as many of you as possible for an enjoyable time in Eugene the end of July. ☺

**1987**

## **Youth in Model Railroading**

**by Bob Ellis**  
**Executive Vice President**

President Bob Dupont feels very strongly that the NMRA needs to place more emphasis on a coordinated youth program and has therefore appointed me to serve as Youth Coordinator. He has directed that every effort be made to establish a unified youth policy.

This appointment was not made to replace anyone. It was made to improve the NMRA's service to youth, to gather information on the needs and desires of youth, and to better identify our young model railroaders and young model railroad leaders. This appointment was also made to provide our policy-making body and administrative officers needed information to guide them in forming the best possible youth policy. A youth policy that is appealing to youth would serve to make their model railroading more fun and more fulfilling.

For the past three months I have been collecting information from interested young modelers and from adults who work with them. It is apparent that no person, no group, and no organization speaks for a majority of model railroading youth. I believe a fairly large number of youth do not prefer an exclusive youth organization. They would just like to be considered young model railroaders. Be assured, it is

not our intent to make any effort to subvert an existing youth organization.

Interestingly, none of our youth has asked for anything additional. Is it a hand (in friendship) and not a handout that our youth really seem to be seeking?

Young modelers have asked that we make it easier for them to learn and that we make them less uncomfortable while they develop skills. They seem to prefer that we be quicker to recognize them in our model railroad organizations. Some young modelers have requested we simply allow them to work, to get involved. It appears that most youth are looking for a voice. They want to be recognized as model railroaders and be given credit for their accomplishments.

We still need more data from our youth. We would like to know names of youth model railroad organizations. Are the organizations strictly for youth? How many members are in the group? Does the organization answer their needs? Are the members NMRA members? What is the average age? Who are the leaders? Names and addresses please.

Young modelers or persons interested in helping the young modeler, please let us hear from you. Your input is needed to develop a stimulating model railroad policy for our youth. Give our young modelers a hand, not a handout.

**1987 August**

**Gregory F. Konrad announced as Master Model Railroader #111.**

**John David Spanagel announced as Master Model Railroader #117.**

## 1987 July Do You Hear What I Hear? "Key" to Realism

"Hear that train a comin', she's rollin' round the bend" are the words of a popular tune that exemplifies what many of us don't realize is missing from our layouts. It is the sound of the bell at the grade crossing, the clickity-clack of the wheels, the horns blowing warnings, etc. All of these sounds are part of railroading, but only a small part: What about machine shops, foundries, scrap yards near the right-of-way, the dock or city with its hussle of activity? All these sounds are part of the world in which railroads exist. Next time you are stopped at a grade crossing, turn off your car radio and close your eyes. Listen to the couplers clank, the wheels clickity-clacking, and even the motorists swearing. Even though you can't see the train, you can imagine it in your mind, car after car, hopper, box, box, tank, hopper, flat. Sound is a very powerful tool. These are the images we want to project to our guests, operators and ourselves. We need to hear the trains, cities, harbors, and factories.

Many answers exist: sound generators for locomotives, refrigerators, diesel horns, and other items. A simpler solution is to audio animate specific scenes on your layout. This isn't a new idea. The Talking Station built by American Flyer was a good example. By mounting several small speakers under your layout, you can create the illusion of action and life. Each speaker would be wired to a sound system that would be playing the appropriate sounds for that scheme.

The sound system is not a very hard item to build or obtain. For the operation we are trying to achieve, a continuous playing unit is required. This can be as simple and cheap as a cassette player using an endless tape (as found in phone recording machines) or as elaborate and expensive as a home stereo with an auto reversible cassette player. I utilized what was on hand and low priced; in this case it was an old 8-track player. The 8-track is dead you say. True, but blank tapes are still available, and player/recorders can be obtained at very reasonable prices. One other advantage is that an endless cassette has only three minutes maximum, but an 8-track has up to eighty available minutes. Using stereo units means that sounds for two locations can be generated by a simple unit.

The specific unit I used was for a home stereo unit and needed an amplifier. I built two amps (one for each channel) from an amp chip sold by Radio Shack (276-703). This amp chip is designed to drive 4 ohm speakers. As almost all available speakers are 8 ohms, I paralleled two 8-ohm speakers together to produce 4 ohms of load. This allowed me to place one speaker under each of my two yards and one speaker under each of my two mainline/city islands. Placement of speakers isn't critical. They can be mounted under a building or scene almost anywhere. The closer together the speakers are placed, the softer the sound must be played so the different sounds are distinguishable.

Making recordings involves a bit more planning. You must obtain the original recordings to be used and, in addition, the use of a good home stereo to make the copies. If you will be using a three-minute endless loop cassette (Radio Shack 43-407), you should make several different recordings so you can change the tapes occasionally. Otherwise, a boredom factor develops. If you are using steam and diesel, a tape of each will add variety. When making the final recording, try to use new records and tapes as originals. The more the original is used or played, the more noise is present. This will affect the final product. If you are making a composite of several recordings for the final product, make one master recording and generate working copies from it. If a work copy wears out, a new one can be made from the master composite.

There are two basic classes of recordings. The first class depicts specific engines or prototypes. These are good for use as general mainline sounds. They are best used in isolated areas that aren't associated with cities or scenes. This is due to the concentration of sounds from the train itself and absence of background noise. They can be used as a base for mixing additional sounds, but mixing requires more elaborate equipment. The second class is recordings intended as background sounds for specific scenes. For a dock there are dock sounds with railroad sounds mixed in. The city sounds include workers, street sounds, autos, and church bells mixed with railroad sounds. In this class we find sounds fitting specific scenes with railroad sounds as background.

# THANKS FOR YOUR YEARS OF SERVICE

by Rick Shoup

During a brainstorming session with Dr. Ellis shortly after the Milwaukee convention, he and I agreed that it sure would be nice if a plaque could be developed and given to every EC member who was never president, thanking them for their years of voluntary service while spending their own time and money helping the organization.

Thus was formed a new "privately" funded awards committee.

The writer has donated enough money to buy plaques for all the past VPs and for future people. The original estimate, using the 50th anniversary issue of the BULLETIN as source material, was 67 people who have been either an area VP or executive VP, but have never been president. At this point, I asked Carolyn Kelly in the home office, to determine if any were deceased or had left the NMRA. She reduced the list to 40 names of active members. Most of the omitted names are men who have dropped rather than died.

Dr. Ellis suggested contacting Dean Freytag for the plaques. Dean immediately saw what I wanted to do and offered good ideas. He also talked with his plaque supplier and they agree upon a very reasonable price that is about 50 percent below the cost available anywhere else.

We were looking for a logo illustrating "official" and decided that the very nice Jim Trotten pen-and-ink sketch from the old Achievement Program rules fit the concept completely. Dean modified it slightly to fit the available space and we were all set.

It is hoped that some other person or group will contribute to this program! Each \$100 will purchase six plaques and will help to keep the program alive for the foreseeable future.

I will do my very best to locate every living person who is shown on these lists so that he may receive one of these plaques. The names shown below are in two parts. The first shows the current NMRA members and the second is of those who have left the NMRA or are deceased.

Because the home office computer does not keep track of those who have dropped from the roles, if you know the location of anyone on the second list, please mail me his address so I can send him an award. (Current membership in the NMRA is not a requirement to receiving this award.)

## Name, office, years of service

Eber H. Allen, Central, 56-57  
Les Baynard, Southern, 73-75  
Joe Bothman, Plains 70-73  
Harold D. Conner, Southern, 71-73  
Duane Damgaard, Western, 82-86

John P. Dean, Executive, 58-60  
John A. Dorsam, Eastern, 75-80  
Milton R. Friedberg, Eastern, 55-58  
Dean A. Freytag, Central, 73-75  
Hilt Friesen, Plains, 83-84  
Clyde Gerald, Eastern, 80-82  
James T. Gibson, Southern, 75-78  
G. Willy Hammer, Eastern, 69-72  
William Herbig, Central, 67-69  
Edwin Hibben, Western, 66-68  
Charles Hitchcock, Plains, 74-78  
Jack A. Hofmann, Western, 61-63  
Robert J. Jefferys, Western, 63-64  
J. Terry Joyce, Central, 57-59  
Charles B. Kent Jr., Central, 69-71  
Joe Kurilec, Central, 83-86  
Eric Lundberg, Plains, 80-82  
Stewart Marshall, Central, 75-76  
Ernie Mattschei, Western, 80-82  
Donald T. McKinnon, Central, 65-66  
Gayle Olson, Plains, 73-74  
Roger M. Perry, Central, 59-61  
Johnnie C. Reid, Central, 76-78 & 80-82  
David Renard, Eastern, 72-75  
Cliff Robinson, Southern, 65-66 & 68-69  
Donald Robinson, Eastern, 67-69  
Wayne A. Roundy, Eastern, 61-62  
Frank Sadio, Eastern, 60-61  
Howard W. Schaeffer, Southern, 63-64  
Rick C. Shoup, Eastern, 84-86  
Arthur M. True, Southern, 64-65  
Al Turner, Plains, 84-86  
Don Warjon, Central, 66-67  
Warren Weston, Plains, 67-70  
James O. Williams, Central, 78-80

## Non-NMRA Members or Deceased Members

Stanley Ahrendt, Executive, 40  
Emil H. Beck, Executive, 45  
C. L. Brandy, Executive, 43  
Robert B. Browne Jr., Central, 62-64  
Richard Constantine, Executive, 39  
Stephen E. Donohoe, Western, 54-56  
Perry Dorance, Executive, 37  
H. G. Helchen, Executive, 47  
Frank Hughes, Executive & Central, 71-75  
E. W. Hutchinson, Eastern, 82-84  
Robert Jones, Southern, 66-68  
G. William Lang, Central, 54-55  
Roger Marble, Eastern, 58-60  
C. Walter Mendenhall, Western, 56-58  
Stan Parker, Southern, 78-80  
LaGrange Ratcliffe, Central, 55-56  
Jack Rice, Plains, 78-80  
Earl Ruhland, Executive, 48-49  
David L. Stearns, Executive, 50  
Jack K. Taylor, Central, 64-65  
Harvey J. Vander Veen, Western, 64-66  
Terry G. Walsh, Central, 61-62

## Known Deceased

Ross Heriot, Western, 68-69  
Verner H. Yarbrough, Southern, 69-71  
Francis S. Brown, Executive and Eastern, 62-66  
Hugh Jack, Executive, 42  
Paul Lehman, Executive, 46

The following past VPs received their "thanks" plaque either during the EC/BOT meeting or during the banquet by Bob Dupont at Eugene.

Joe Bothman	Stewart Marshall
Duane Damgaard	Ernie Mattschei
Dean A. Freytag	Wayne A. Roundy
Hilt Friesen	Rick C. Shoup
Clyde Gerald	Al Turner
G. Willy Hammer	James O. Williams
Eric Lundberg	

## 1987 September Passing of Charter Member / New AP Chairman

### The Work Train

conversation with the president/**Bob Dupont**

**A**t times it is necessary for me to pass on some very distressing and disturbing information.

It is with a great deal of sadness that I must report the death of one of our charter members, Lester Wilbert. He passed away on May 11, 1987, and was laid to rest on May 14. The following death notice was sent to me by another charter member, Grant Oakes:

Services were held Thursday for Lester Wilbert, who was well known for his avid promotion of model railroading.

Wilbert died Monday at Lakeview Hospital, Wauwatosa [Wis.], after an illness. He was 85.

Wilbert was born in Jacksonville, Ill. A longtime Wauwatosa resident, he was an agent for Northwestern Mutual Life Association of Agents, and past president of the Milwaukee Chapter of the American Society of Chartered Life Underwriters.

He was a dedicated model train hobbyist and a charter member of the National Model Railroad Association.

"That was his hobby," said his son, Dick, who added that his father was about as well known for being a travelogue photographer. Wilbert was fond of showing his train set, the Milwaukee & Sheboygan Railroad, which he began assembling in the late 1930's, his son said.

Wilbert also served as past elder and president of Pilgrim Evangelical Lutheran Church, Wauwatosa.

He is survived by his wife, Isabel, of Sussex; two sons, Dick of Carlsbad, Calif., and Lawson of Sussex; a sister, Caroline Hasse; and four grandchildren.

Burial was at Graceland Cemetery, 6401 N. 43rd Street.

Anyone wishing to contact his wife, Isabel, may do so at N64 W24375-85-95 Ivy Avenue, Sussex, WI 53389.

The Achievement Program, which for some time has been doing very well and just recently set a new record for Master Model Railroaders, will have a new chairman—Rick Shoup. Bill Ehlert, the former chairman of this committee, has asked that Rick replace him in this capacity effective Sept. 1, 1987. Bill has just been elected trustee for the Midwest region and feels that his new position will require a great deal of his time. Having known Bill for some time, I know it's most important to him that any job he has must be done in the most efficient manner possible. I thank Bill for his unselfish devotion to the Achievement Program for over 10 years, and it is my pleasure to accept his recommendation for the new chairman, Rick Shoup, who has been the assistant chairman in this department for 18 years.

The next disappointing item for me to report is that we are back exactly where we started when I took office with our data sheets. I have been promising you data sheets for a year, and I have not produced any as of this date. I am not making any excuses as the "buck stops here," and it was I who made the appointment of the Data Sheets Chairman, so it is I who is responsible for the fact that you have not received any. The data sheets chairman recently resigned due to other commitments.

Data sheets are still just as important to me now as they were when I took office a year ago. I hope that in the next issue of the BULLETIN I will be able to report that Mike Carlson, Eric Lundberg, and myself will have been able to work something out so that we can have data sheets in the BULLETIN within the next couple months. I apologize for this delay as I am extremely disappointed that this has been the outcome of the Data Sheet Program.

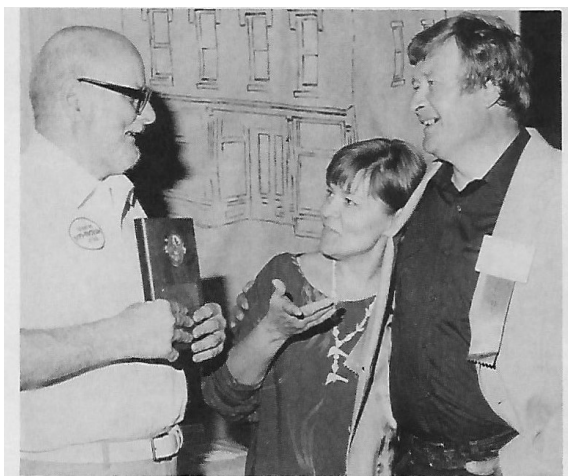
This is being written over the 4th of July weekend, so we're getting ready for our departure to Eugene, and I hope to have seen many of you at the convention.

## 1987 September

**Peter A. Watson announced as Master Model Railroader #118.**

**Kenneth D. Ehlers announced as Master Model Railroader #119.**

## 1987 October Eugene Convention (Aug.) Photo



**NMRA CONVENTION DEPARTMENT COMMERCIAL EXHIBIT AWARD**—This was presented to Design Preservation Models of Crestone, Colo. Jim William, National Convention Chairman, presents the award to Bob and Lynne Lunde, owners of Design Preservation Models.

## 1987: Here are four MMRs pictured at the Eugene Oregon Convention.



Four members received their Master Model Railroader certificates at the Eugene convention. From left to right, they are Myron C.

Smith, Peter Smith, Jim Whaley, and Gordon Vaarney. Congratulations to each of you from the rest of the membership.

**1988 January**

## *Model Trains Used in Novel Educational Research Project*

**by Fred Gates**

A unique educational research project utilizing digitally-controlled model trains is underway at two schools in Provo, Utah. The pilot study, designed to help students in grades 1-12 achieve critical learning skills in a cooperative learning environment, is sponsored through a grant from Marklin, Inc., the American subsidiary of Gebr. Marklin & Cie. GmbH, West Germany. The study is being coordinated by Dr. Thomas Catherall, director of youth research and development at Brigham Young University.

"Adding digital capabilities to model trains has made it possible to operate, for the first time, a multiple number of locomotives and accessories from a single control system; this creates multiple opportunities for individual and group learning," said Fred Gates, president of Marklin, Inc. "Since the trains also can be operated from a computer, students

have a chance to learn how to program and operate trains on three-dimensional layouts they can design and construct."

Model trains as learning tools appeal to educators in a variety of disciplines, according to Catherall. "Scientific apparatus, for example, often has a single application, whereas the school counselor can use digital trains to involve several students in a problem-solving situation and physics and science teachers can create studies on the layouts to demonstrate centrifugal motion, electrical connections and current equations, timing studies, etc.," he said. Art and design classes develop layouts and construct accessories.

Educators and researchers now have

a tool and learning model that has eluded both for years, said Catherall. "Learning, traditionally, has been competitive; students are taught to outflank each other. On these digitally-controlled train systems, the opposite is true: Students with individual assignments must work cooperatively with the person managing the controls; success hinges on communication and mutual concern."

The studies in Provo will continue throughout the year at Provost Elementary School and Waterfront School. Models similar to those used at the schools were exhibited at the World Conference on Gifted and Talented Children in Salt Lake City this past summer.⊗



Pictured with the student (left to right) are: Dave Moyle, principal at Provost Elementary School; Dr. Tom Catherall, Director of the Office of Youth Research and Development, Brigham Young University; Nancy Bartlett, Superintendent of Elementary Education, Waterford School; Steve Manning, mathematics department chairman, Waterford School; and Fred Gates, president of Marklin, Inc.

**1988 March**

**Jim Packer announced as Master Model Railroader #124.**

**Lt. Col. Howard S. Price Jr. announced as Master Model Railroader #125.**

**1988 June Below is the Editor, Mike Carlson's, column**

## **Thank you, Mel Andresen**

**T**he most valuable asset the NMRA has is its membership. And within that membership we have around 160 very special people: our division superintendents or presidents. Mel Andresen is the Wisconsin Southeastern Division's superintendant, and has been for the last nine years. Mel has decided to step down from this office this year and let the leadership and responsibility pass on to Richard Ceciel. I'd like to take this opportunity to say thank you and congratulations to Mel for his excellent leadership over the past nine years.

Mel took over the superintendant's job of the WISE Division from myself nine years ago. We were in the middle of rebuilding our division which had become dormant. We had started some new programs which required timely attention and constant nurturing. Mel provided the unselfish attention to help the division grow and prosper. With Mel's excellent leadership and management ability the division's membership and treasury grew. This enabled the division to pursue a bid for the 50th Anniversary convention in Milwaukee in 1985. Many of you attended this record-setting convention and all of its many fine activities. Mel Andresen was responsible in a large part for the success of that convention.

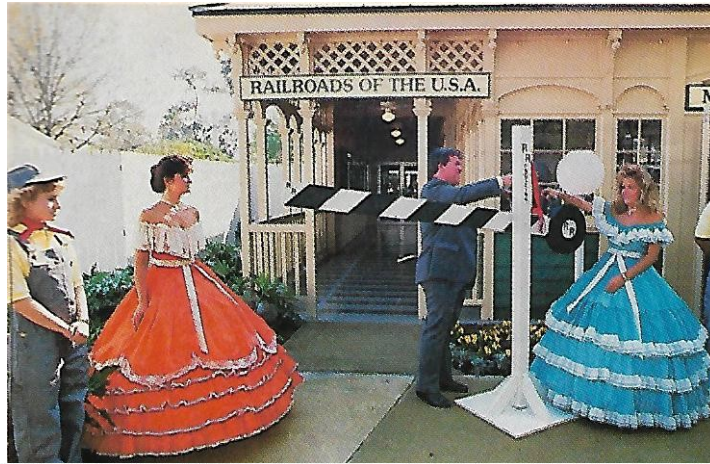
Mel also helped our division's annual fall open house Train Fest grow from a 5,000-square-foot activity to a 90,000-square-foot activity with attendance of over 14,000 this last year. Of course Mel had many division volunteers to help execute these projects. But Mel's guidance and talented way of working with people is really what made it all come together.

That twinkle in everyone's eyes, the sense of accomplishment, and the tremendous amount of fun that all of us had under his leadership, is a gift none of us can repay. We can't thank you enough, Mel, but we want you to know that we'll remember those nine years of model railroading fun you shared with us forever.

As I stated earlier, it's people that give the NMRA its wealth. The people are our resource for fun and relaxation. We need to say thank you to our NMRA leaders from time to time, especially our local leaders who do so much to make model railroading entertaining for us. The next time you're at a local NMRA activity be sure to say thanks to the people who took the time to share their time and experience with you. I know one man I can't thank enough, Mel Andresen, one of the nicest persons I'll ever meet, and I met him in the NMRA

**1988 June As reported in the June Bulletin**

**The Grand Opening of a model train shop at Cypress Gardens who teamed up with Bachman Industries to create a model railroad train display. Check out the Southern Belles! This is a 1st in that Southern Belles are pictured at a model train store.**



# TRAIN-EZE

## An NMRA Program to Assist Youth and New Model Railroaders

Two consistent requests have been received from our youth and from youth enthusiasts interested in an effective youth program that will assist young train skills and a program that allows them to feel recognized and accepted. The first youth project to assist young railroaders is already underway. It is called TRAIN-EZE (trainees). This program consists of preparing and making available a series of uncomplicated how-to pamphlet templates. (The template is a clean dark reproduction of the original that is suitable for making good copies.) These templates are available from the NMRA headquarters office. No charge will be imposed for members. We would like to encourage groups presenting model railroad exhibits, jam-

borees, and local meets to acquire templates and make up a supply of the pamphlets for visiting youth and new modelers. The only expense involved for the NMRA host group is for the copy paper and copies. In most cases local members will have a good copy facility available to them with little or no cost. The copies will need to be folded into a pamphlet as per the simple instructions. Then, presto—a simple, neat and inexpensive youth aid item. Three of these templates were first made available at the NMRA convention in Eugene. They are "Planning Your First Layout" by Gil Freitag, "Dramatization of Your Model Railroad" by David Milton and "Railroad Photography Tips for Beginners" by Steve Dammbrink. Other pamphlet topics are already planned and should be available soon.

Suggestions of desirable subjects for future pamphlets will be helpful and given careful attention. Send suggestions to Bob Ellis, NMRA Executive Vice President. The address is listed in the front of each BULLETIN. Members, youth and adult, who would like to contribute also write Bob Ellis for guidelines. Please include your preferred topic. TRAIN-EZE pamphlets will be made available to any modeling group. They will be supplied without charge to NMRA members and at a cost of \$2 each to non-members.

The NMRA has been working hard to increase services to all our members including our youth. The number of young members in the NMRA is growing. It's our sincere desire to assist our youth. Interesting program ideas that would assist our young modelers are solicited. We encourage all NMRA members to help make our youth feel recognized and accepted. ☺

by Bob Ellis  
NMRA Executive Vice President  
and Youth Coordinator

JUNE 1988

# TRAIN-EZE

PRESENTED BY  
THE NATIONAL MODEL RAILROAD ASSOCIATION  
As A Service To Youth  
And New Model Railroaders

Number 1

## DRAMATIZATION OF YOUR MODEL RAILROAD

by Dave Milton

Realism!  
(Making a model railroad  
seem like a real  
railroad.)

After your new train  
has made a few trips  
around your circle track,  
figure eight track, or  
freedom begins to set in.  
The trains do go from one  
of the line to the  
without a stop  
or pick up car

**1988 June**

**Gordon Varney announced as Master Model Railroader #126.**

**James H. Whaley announced as Master Model Railroader #127.**

**1988 June**

conversation with the editor/**Mike Carlson**

## Membership Recruitment

**A**s you may have noticed, we have steadily been increasing our membership over the past months. Many of you have put in numerous hours the past eight months working in NMRA promotion booths around the world. And it has payed off with a considerable increase in membership of 825 members in that period. But now we have hit our traditional "slow months" for member recruitment, the months of May and June.

We lost 129 members in the month of May, and we'll probably lose members in June. This is not a new problem, this happens ever year, and I think I know the reason we lose members at this time of year. We simply have few, if any, activities scheduled during these two months. There are some common reasons for the lack of activities during May and June, graduations, yard work, vacations. All of these make it difficult to schedule a model railroad activity during this period.

But we must do something to bolster membership recruitment during these two months. We must make plans now to improve our recruitment efforts during May and June of next year. Let's look at the weekends after Mother's Day and Father's Day as possible dates to hold NMRA recruitment activities. Maybe your division could put on a mall show in a shopping center, using moduler layouts as the attraction. Or you could schedule a "Bring a Friend" division meet during these times. There are other ideas I'm sure, and if you have them, please drop me a note with the idea and we'll publish the ideas. Let's pull together on this one and see if we can make our "slow months" some of our best recruiting months.

I would like to take this opportunity to apologize to members of the British Region and Canadian members in the Niagara Frontier Region for not receiving their 1988 calendars in their December issues. There was a problem in the bindery at the printer and approximately 300 BULLETINS did not have calendars inserted in them. We had no way of finding out which members did not receive the calendar, so we could only wait until members started to inform us of their missing calendar. We have found the problem isolated to these two regions and have mailed replacement calendars to British Region Trustee Steve Park who is seeing to the distribution of them in the British Region. Any Canadian member in the Niagara Frontier Region who did not receive a calendar should drop a postcard to the headquarters office in Chattanooga requesting a calendar. Again, my apologies and the apologies of our printer go out to those of you who were inconvenienced by this omission.⊗

conversation with the editor/**Mike Carlson**

## **22,008 and growing!**

**F**or those of you who may not have noticed the NMRA has gained 914 members over the last twelve months! We exceeded the 22,000 mark in July of this year. The reason I mention this is because a number of our members still are under the misconception that we are still losing members. To the contrary, the NMRA is growing at a rate of 5% per year. Why? There are several reasons.

The leadership of the NMRA, this includes the officers, trustees, and staff of the NMRA, has sought to conduct the business of the NMRA in a more corporate manner. The "politics" that some people still accuse the NMRA of having too much of has taken a back seat to performance and responsibility. Our current leadership is a very dedicated group of professionals. They come from every walk of life. They have very different modeling interests, yet when they sit down at the board room table, they are thinking of only two things: what is best for the hobby of model railroading and the NMRA member. It is difficult to explain this, but these people really care about this hobby and the NMRA! And their hard work and dedication over the past few years is starting to pay dividends, i.e., membership growth.

Our Promotion Department has not been asleep either. Under the leadership of Allen Pollock, department head, and Jim Hammer, department general chairman, they have sought out new recruitment programs which work—and work well. These men have met with manufacturers and asked their help in promoting the NMRA. Bachmann, Badger Air-Brush, Carstens, Kalmbach and a host of others have all pitched in to help promote the NMRA. The local hobby shops have helped tremendously with their displaying of NMRA literature holders.

And finally we come to the soldiers of the NMRA, the members themselves, who man the recruiting booths. The division superintendents who, with their local boards, plan the many activities each year that make the recruiting possible. These are the people out in the trenches, meeting the public every weekend, promoting the hobby and the NMRA.

So, as you can see, the NMRA has succeeded because of good corporate leadership, good middle management, which works with industry and tireless, devoted NMRA members locally who execute the programs of the NMRA. It's a great team with a winning record. You all can and should be proud of yourselves and the NMRA you administer.

The growth of the NMRA is due to the hard work of the aforementioned groups and individuals. Their goal for fiscal 1988-89 is to increase membership by another 1,100 members. Let's get with the program and help them accomplish this. The NMRA is not wrapped up in politics, it's busy growing! Be part of it!

**1988 October**

**Board of Trustees Meeting  
Birmingham, Alabama July 16-17, 1988**

**General Report by Eric Lundberg  
(These are not the official minutes of the meeting.)**

**A**n increase in dues to meet established federal postal increases was approved by the NMRA Board of Trustees, but a proposed surcharge to cover higher mailing costs to foreign members was tabled at the BOT's meeting during the Birmingham national convention.

Postal increases of between 18-24 percent have been announced in the areas where the NMRA does business, including mailing of the BULLETIN and mail out of the Chattanooga office.

An increase of \$3 in the regular membership dues was discussed but dropped. Board consensus held that the \$2 increase would adequately meet the anticipated increase in costs. The membership dues will be as follows:

Regular one-year membership	\$22
Youth membership . . . . .	\$15.50
Sustaining membership . . . . .	\$44
Affiliate membership . . . . .	\$12
Family membership . . . . .	\$4.50

Life memberships after Sept. 1, when the above schedule takes effect, will be based on a new actuarial table.

The surcharge issue, which has been debated since the early part of the decade, would have added a \$6 fee to all

foreign memberships. This fee was sought to cover the difference in postage when mailing items, including the BULLETIN, out of the United States. Proponents of the measure pointed out that virtually all magazines, including those in the model railroad hobby, levy this charge on foreign subscriptions.

The motion was tabled and will be brought up at the mid-year meeting.

Incorporation of the NMRA in Canada, another issue that has been debated for some time, also was re-tabled for further work. A report was called for at the mid-year meeting. The Birmingham debate, which lasted nearly five hours and included a closed session of both the BOT and the Executive Council, was the source of a number of questions directed to Canadian legal counsel Steve Stark, which he was asked to report on at the mid-year. The BOT did approve \$500 from the 1988-89 budget for work to continue on the incorporation.

The Board approved a \$450,230 budget for the next fiscal year beginning Sept. 1, 1988, and was told by NMRA Treasurer Tom Draper that it represented a balanced budget.

In other action, the Board:

—Re-tabled a call for funds to produce short promotional videos with the note one such video has already been produced and is available for use.

—Approved a free copy of the videotape for each region and a copy at cost for other interested groups.

—Selected Valley Forge, Pa., as the site for the 1993 national convention. Other conventions are scheduled at Houston, 1989; Pittsburgh, 1990; Denver, 1991; and Columbus, Ohio, 1992.

—Re-appointed Bill Becker secretary and Tom Draper treasurer.

—Approved a motion by NCR Trustee Mal Harvey that the NMRA develop a model railroad education program for presentation at schools, recreation craft classes, and adult training programs.

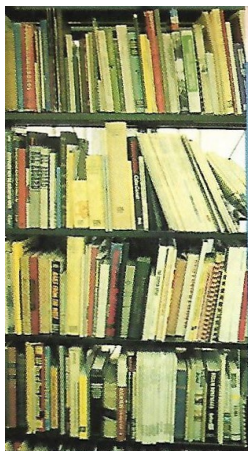
—Included in the tabling of the Canadian incorporation issue the creation of a Canadian vice president at the area vice president level.

—Approved a resolution asking that each NMRA region send complimentary copies of its newsletter to each trustee and region newsletter editor.

**1988 October**

**Vernon Hart announced as Master Model Railroader #129.**

**Dr. R. B. Trombley announced as Master Model Railroader #130.**



## Library Dedication

Your NMRA headquarters building. The Kalmbach Memorial Library occupies 2,500 square feet (230 square meters) at the west end of the main floor. A full basement and unfinished attic provide space for many years of growth.

conducted by  
**Bruce Metcalf**  
Library Director



On Tuesday, July 19, 1988, over 135 members and friends of the National Model Railroad Association gathered at the NMRA headquarters in Chattanooga. Most came by bus from the National Convention in Birmingham, some drove from the convention, and a few who couldn't make the convention made a special trip from as far away as Japan. What was the event that brought a record number of people to Chattanooga on one hot summer afternoon? It was the dedication ceremony for the A. C. Kalmbach Memorial Library.

Addressing those in attendance was a panel of distinguished speakers representing several distinct points of view. First on the program was James J. King, chairman of the Kalmbach Publishing Company, to talk about the man for whom the library was being named—Albert Charles Kalmbach. In addition to founding the largest publishing company in the field of model railroading, Al Kalmbach was one of the founders of the NMRA, helping to organize the first convention in 1935. In addition to being a charter member, Al was honored with Honorary Life Membership #1 and a special Thirtieth Anniversary Award. His other services to the NMRA included serving as business manager and *BULLETIN* editor, not to mention publishing NMRA business as a column in

*MODEL RAILROADER* before the *BULLETIN* was established as a regular monthly publication.

The second speaker was Eugene E. "Gene" Hickey, past president of the NMRA, who was invited to speak because he was the first NMRA president to clearly articulate the NMRA's need for a library. He discussed the people and dates involved in the decisions that lead up to the library and the inclusion of the library in the plans for the headquarters building. Gene is Master Model Railroader #24 and has been awarded Honorary Life Membership for service to the NMRA and the Distinguished Service Award for service to the hobby.

The main speaker of the afternoon was Dr. Edwin S. Gleaves, the Tennessee State Librarian and Archivist. His comments on the importance of special libraries like ours to the state and the world at large are presented elsewhere in this issue (see box). Providing a perspective of the NMRA and the Kalmbach Memorial Library from the outside, as it were, Dr. Gleaves' remarks helped us to remember that the importance of the library goes far beyond our own membership.

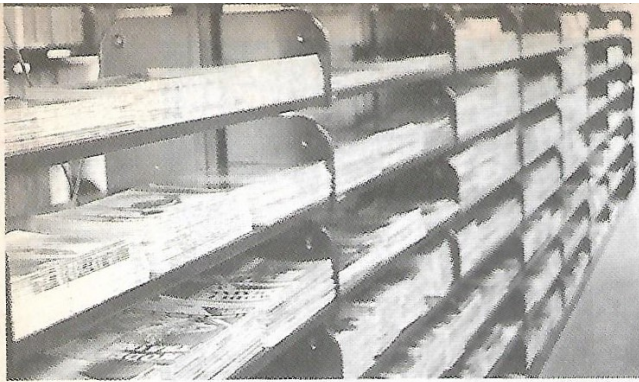
David Messer, chairman of the NMRA Library Committee, then took the stand to describe the organization and future plans for the library. The library operates under the supervision of the library

director, who also directs the activities of a group of volunteers, both on-site and out of town. The library director reports to the library committee chairman, who is supported by the members of the library committee who also review and approve library policies and procedures. The library committee is part of the Staff and Records Department, headed by the NMRA secretary, who is in turn appointed by the Board of Trustees.

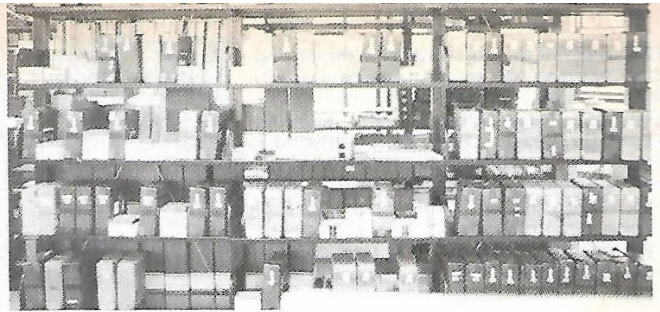
Plans for the future of the library include expansion of existing programs, increased use of computer automation to provide quick and easy access to library materials, doubling the amount of shelving in the main library, and the involvement of increasing numbers of volunteers to help keep up with the demand for services that far outstrip the capacity of the library's single paid employee.

The last speaker of the day was NMRA President Robert Dupont who read a statement dedicating the library to the memory of founding member Albert Charles Kalmbach and to the service of the railroad and railroad history communities, the model railroad industry, the hobby of model railroading, and the members of the NMRA.

Those in attendance were then invited to tour both the library and the headquarters office across the hall. Those on



The Library's collection of periodicals includes over 30,000 issues and more than 350 different titles. Thanks to the NMRA Periodical Index, articles can be found without reading them all.



NMRA Tape/Slide Clinics, Tape/Slide Layout Tours, and Videotapes are dispatched to U.S. addresses from the library at the rate of over 30 per month. The T/S program has grown to over 70 titles over the past 25 years, with four new programs now in production. While some new programs are done on videotape, the slides will be kept and the better programs converted for viewing both ways.

the convention tour left the area by way of the Tennessee Valley Railroad's steam passenger train for eventual return to Birmingham. All those present left with a better understanding of the brief history and importance of the Kalmbach Memorial Library and of the man in whose memory it is named.

Those taking a tour of the library found a room approximately 50 x 50 feet (15 x 15 meters). One corner contains a large workstation for the library's paid and volunteer staff, plus the computer systems that allow easy access to the



Dr. Edwin S. Gleaves, Tennessee State Librarian and Archivist. Photo by Kevin Centers.

library's holdings. Around the walls are located special cabinets for slides, negatives, microfilm, oversized drawings and maps, and locking cabinets for tape/slide clinic originals and rare and fragile materials.

Half of the remaining area contains shelves to a height of seven feet (two meters) filled with some 30,000 periodicals, 1,500 books, 250 audio-visual programs (tape/slide clinics), and an assortment of timetables, maps, calendars, archives, and other material.

Also visible was a stack of boxes comprising over 100 cubic feet (3 cubic meters) of donations in the process of being cataloged. Arriving weekly, members and friends donate library materials at a rate of some 40,000 items per year, accounting for nearly all of the material on hand.

Out of sight in the basement was the microfilm camera; the collection of some 2,500 prototype drawings whose filming has begun thanks to a summer intern from the University of Tennessee at Chattanooga; enough shelving to fill the main floor of the library; and a carload of surplus and duplicate books and magazines that were taken to the convention for sale at the auction and trade show, providing over \$1,000 to help support the costs of library operation.

While there can be but one dedica-

tion, the library will continue to perpetuate the memory of one of the founders of the hobby, as well as the NMRA, and it will do so by keeping alive the ideas and ideals that Al Kalmbach spent most of his life working on: the importance of railroads and modeling them, of the written word, and the people who write and read those words. Plus one thing more—the understanding that, "Model railroading is fun!"

#### Dedication Videotapes and Audio Tapes

A videotape of the dedication ceremony for the A. C. Kalmbach Memorial Library is now available for sale from the library. This 30-minute program includes all of the remarks by the five speakers mentioned above.

The price for this VHS videotape is \$30 postpaid (including APO, FPO, and Canadian addresses). Beta format is available on special order, and conversions to PAL or SECAM (for overseas use) will be quoted upon request.

For those without a videotape player or who prefer only the words to smiling faces, an audio cassette tape of the dedication program is also available at \$5 postpaid.

Please make checks payable to "Kalmbach Memorial Library," and send your order to Dedication Programs, A. C.



Robert Dupont, NMRA president. Photo by Kevin Centers.



Eugene E. "Gene" Hickey, past president of the NMRA. Photo by Kevin Centers.



Library Director Bruce Metcalf. Photo by Kevin Centers.

**REMARKS UPON THE OCCASION OF  
THE DEDICATION OF THE A. C.  
KALMBACH MEMORIAL LIBRARY  
NATIONAL MODEL RAILROAD  
ASSOCIATION, CHATTANOOGA,  
TENNESSEE**

**JULY 19, 1988**

**by Edwin S. Gleaves, State Librarian  
and Archivist of Tennessee**

I am delighted and honored to be invited to participate in this auspicious occasion. On behalf of Secretary of State Gentry Crowell, Chairman of the State Library and Archives Management Board, and on behalf of the library community at large, I want to congratulate all of you who have had the vision, the foresight, the ingenuity, and the patience to establish this very special resource for our state and for our nation—and indeed for those enthusiasts who live beyond our national borders.

We have more than a passing interest in the emergence of a new special library such as the A. C. Kalmbach Memorial Library. Although the Secretary of State and the State Librarian and Archivist maintain responsibility for public library development in the state of Tennessee, we learned long ago that a good public library system does not develop in a vacuum. The existence of first-rate libraries and information centers in our academic institutions and in our schools is essential to the development of a state-wide library system. Equally important to that system are high-quality special libraries. While often small and specialized when seen as individual libraries, in the aggregate they provide an indispensable complementary resource to our other libraries.

There, special libraries, new and old, have an important place in the TENNESSEE LONG-RANGE PROGRAM FOR LIBRARY SERVICES AND DEVELOPMENT, an ambitious plan for the future which is being widely discussed across our state. Even now, we are holding a series of hearings on the final distribution draft of the LONG-

RANGE PROGRAM and we invite your attendance at one of the hearings and your comments on the plan.

The Kalmbach Memorial Library of the NMRA is special in at least two ways. First, it is special in the sense that it is a *specialized* library serving a special clientele, as do all special libraries, each in their own way. The Kalmbach Library joins over 10,000 special libraries across our nation, many of which are members of the Special Libraries Association, founded some 75 years ago. According to *LIBRARY RESOURCES IN TENNESSEE: A DIRECTORY OF UNIQUE AND SPECIAL COLLECTIONS* (published by the Tennessee State Library and Archives), some 132 special libraries exist in Tennessee. Four of them are Armed Forces libraries, 11 are governmental libraries, 7 are law libraries, 30 are medical libraries, 22 are religion libraries, and 58 of them are special libraries serving industries and companies, banks, associations, clubs, foundations, institutes, and societies. At least two of them, by the way, have special holdings on the subject of railroads, but none to my knowledge deal specifically with model railroads. The Kalmbach Library, then, is indeed a "unique and special" collection.

In the second place, the Kalmbach Library is special because railroads are special. Through its holdings on model railroading, this institution brings together, for our state and for our nation, documentary and photographic evidence of an American dream, a dream that has profoundly influenced our economy, our culture, our literature, our music, even the very language that we speak. By concentrating on model railroads, you capture a special manifestation, a special recreation, of that dream.

For many of us, railroads, and model railroads in particular, survive as memories from our childhood, memories that too often grow distant and faint with time. It is reassuring to know that, through your efforts here, those memories will be preserved and forever renewed in our national conscience.

## **NMRA Buyer's Guide**

W232 N6633 Waukesha Ave.  
Sussex, WI 53089

### **1990 NMRA Buyer's Guide**

The National Model Railroad Association is proud to announce its intention to publish annually a Buyer's Guide to Model Railroading. The purpose of the NMRA Buyer's Guide is to create an all-scale consumer display advertising reference document for the model railroad industry and hobby. The Guide will be open to all manufacturers producing or providing a model railroad product or service.

The NMRA Buyer's Guide will include three indexes, allowing consumers to find products and services by manufacturer, product, or scale. The Guide will be organized into 26 generic headings familiar to all model railroaders and manufacturers. Members of the NMRA's National Retail Network will also be listed in the Guide informing the consumer of not only what is available in the model railroad industry, but where he can purchase it. The manufacturer index will include address listings and product line descriptions for every model railroad manufacturer in the industry, making the NMRA Buyer's Guide the most comprehensive product reference manual available to the model railroad consumer.

NMRA activity planners should be keenly interested in the activities section of the Buyer's Guide. This section offers a national advertising vehicle to future national and regional conventions as well as divisional open houses and activities. Clubs may also advertise their activities in this section. Museums and sponsors of railroad excursions may wish to advertise their activities in this section. (The NMRA Buyer's Guide will not accept advertisements for flea markets in this section.)

The first Guide will be available for sale Oct. 1, 1989, and will be entitled "The 1990 NMRA Buyer's Guide to Model Railroading." A minimum of 50,000 Guides will be published, and they will be available for sale in hobby shops or by direct mail from the National Model Railroad Association. The retail price of the guide will be under ten dollars. Anyone desiring further information about the 1990 NMRA Buyer's Guide should contact Mike Carlson, NMRA Buyer's Guide Editor, at W232 N6633 Waukesha Ave., Sussex, WI 53089. Ph. (414) 246-4577.

Included in this issue of the BULLETIN is a four-page brochure and rate card for the 1990 NMRA Buyer's Guide. This is provided for NMRA members' information and for those members who may be manufacturers, providers of custom services, or those who may be planning an NMRA activity. If you have no need of the brochure, please pass it on to someone who may find it of use.

**1989 January**

# DATA SHEETS UPDATE

**by Bob Moskal**

Please address all comments pertaining to this column to: Bob Moskal, 815 N. Vail Avenue, Arlington Heights, IL 60004-5560. If a reply is desired, please include an SASE.

**T**he Publications Department now has a new chairman of the Data Sheets Committee and my name is Bob Moskal. I am now in the process of developing an index for one of the most valuable model railroading tools available on the market. When completed, it will be in both alphabetical and subject format and available to the membership for a nominal fee from the home office.

Now that you know the exciting news of things that are happening in this area and that someone is anchoring a committee that is working towards the production of new information for model making, another equally important subject must be mentioned. I am looking for

assistance from the membership to submit new data that can be added to the data sheet collection and as well be made available to the membership. These new additions are an important part of keeping up with progress as new items of interest appear throughout the modern industry of today. And, while speaking of maintaining progress in the advancing technology of these modern times, there is a need for assistance in updating some of the current information contained in the data sheet collection. As an example the electronics area needs quite a few changes to bring this section up to speed. There are many items of interest that can be added, but I do need help and creativity in the production of these sheets.

I am also faced with the problem of generating new art work for the current book because, as with all projects, it seems that somewhere some of the art has been damaged and copies needed to be substituted. This means that some

of these drawings are third and fourth generation and need to be redrawn from scratch. We are at a crossroad where, consequently, when some of the sheets are redone, all of them must be, and this is where I need the greatest assistance from the membership. If anyone of the members would like to assist me in this project or know someone who would like to assist, I would appreciate them getting in touch with me for further discussion.

This project is quite large, and I am looking for volunteers to be part of this and share some of the fun of both creating new and current information, as well as upgrading the current book to better printing standards. If you would like to assist, please get in touch with me at the address or phone number below.

Keep an eye on future issues of the BULLETIN for this column under the heading of "Data Sheet Review" for the latest news in data sheets. ☒

**1989 February**

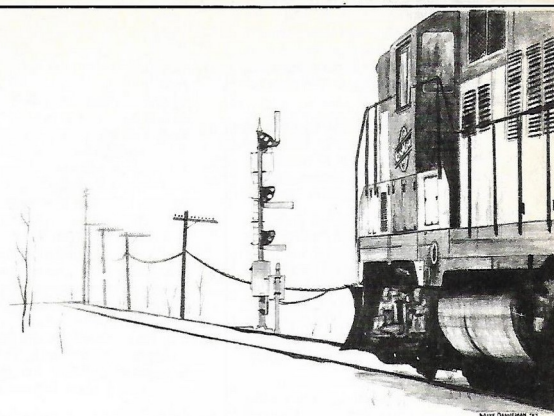
**David Halpern announced as Master Model Railroader #132.**

**Bob Love announced as Master Model Railroader #135.**

## 90 on the High Arm

conversation with the editor/Mike Carlson

A guest editorial/Steve Shoe  
Executive Secretary  
Model Railroad Industry Association



## **1989: The Year of The Train**

**T**his year is sure to be the best year for model railroading since the end of World War II. Maybe we should call it "The Year of the Train."

"People, it seems, are falling in love with trains again," says Jim Doherty in the December issue of the SMITHSONIAN magazine. He goes on to state that "Americans are buying around a million train sets a year. . ." This is probably a very conservative estimate, since H. Lee Riley, V.P. Of Bachmann, states that they sold 200,000 G scale Big Hauler train sets at Christmas.

During the past three years, the revitalized Lionel corporation, now owned by Richard Kughn, doubled its business, the SMITHSONIAN article reports. Doherty states that model railroaders spent \$180 million on trains and accessories last year compared to \$133 million five years ago.

"Sales this season are significantly better than last season" according to Eric Smith Marketing Director of Kadee Quality Products. Two different manufacturers said that they were unable to take a vacation during their slow time this summer because the slow time never came. A leader in the industry when asked how things were going, took a deep breath and said with a smile, "Exciting things are happening."

At the MRIA office we have identified over 625 model railroad manufacturers, packagers, importers and publishers. MRIA membership has grown 50 percent in the last year.

The number of serious modelers has also increased. Kalmbach Publishing Company's MODEL RAILROADER magazine had a record year. ABC auditing figures show that the first six months of 1988 they sold an average of 196,530 copies of each issue. In January they broke all records by selling 210,660 copies.

The National Model Railroad Association (NMRA) shows increases in membership each month. As of Dec. 1, the membership was at 22,417 and increasing by five members a day.

The model railroader continues to come from many walks of life and little attention is given to the celebrities that enjoy the hobby such as: Raymond Burr (Perry Mason), Gary Coleman, Michael Gross (Family Ties), Frank Sinatra, Ward Kimball (Disney Producer), Stephen Spielberg, and Philip Anschutz (owner of the Southern Pacific & Rio Grande Railroads).

In 1989 there will probably be more model railroad shows in the country than ever before. MRIA has a new booklet, "Model Railroad Show Guide," that is available to anyone planning a model railroad show or open house simply by requesting it from the MRIA office at P.O. Box 28129, Denver, CO 80228. The Citicorp Center model railroad display in downtown New York City last Christmas drew well over the 125,000 that saw it in 1987.

There are large shows now every year in Wheaton, Ill.; Aurora, Colo.; Roseville, Calif.; Wilmington, Mass.; Timonium, Md.; King of Prussia, Pittsburgh, and York, Pa. (10,000 people on a weekend); Ft. Lauderdale and Tampa, Fla., just to mention a few.

Last October, at the Chicago Model Hobby Show (co-sponsored by MRIA and the Radio Control Hobby Trade Association), 15,500 people came to see almost 100 model railroad manufacturers display thousands of model railroad items. THE HOBBY BOOK called it the "one and only national hobby show."

There are now no less than 56 magazines published for the model railroader/ railbuff. If this isn't enough reading, the modeler can join the NMRA and subscribe to the more than 30 regular newsletters that NMRA regions publish. Then there's the special interest groups (SIG) publications to read. Add to that the hundreds of railroad and model books that flood the market and you see that the model railroader has more to read than ever before.

Model railroading is receiving national recognition. We've already mentioned the cover story in the December issue of the SMITHSONIAN magazine, which looked very positively at model railroading. Millions of Americans watched in December as Doug Thompson, president of the Toy Manufacturers Association, showed the Marklin Digital System and the Lionel Railscope on the NBC Today Show. USA WEEKEND (28.3 million readers) featured a cover story about Frank Sinatra's hobby of model railroading in December of last year. The exposure to the general public is another positive sign that this is the "Year of the Train."

The number of model railroaders attending national conventions is probably at an all-time high. Besides the NMRA convention, there are now conventions for the narrow gauge modeler, the N scale, O scale and S scale modeler, the train collector, the Santa Fe, C&NW, Rock Island or UP modeler (and many other groups formed to model after a specific railroad), the big train operator, the live steamer, garden railroader, logging modeler, and the traction modeler.

The industry has changed dramatically in the past five years. With the Lionel Railscope, a tiny video camera in the boiler of a G, O or HO locomotive, the engineer can now look down the track just as if he was sitting in the locomotive cab. The Marklin Digital System allows you to program into the computer a variety of activities that the modeler wants the train and other automated pieces to do. Radio control operations of the new G scale Bachmann Big Hauler will revolutionize model railroad controls. As frequencies expand this added control system will bring additional people into the hobby.

The increase in companies making parts, accessories and even ready-to-run equipment for the G scale model railroader will encourage people to launch into indoor modeling in G, as well as, garden model railroading. Garden railroading now has its own national convention and national magazine. It's showing phenomenal growth.

Highly detailed, mass produced HO and N equipment of Kadee Quality Products, Precision Masters, Stewart Hobbies' diesel line, Bachmann's new Spectrum Series, Walther's and Front Range's modern cars, and KATO's drive equipment will keep interest in these scales growing.

Because of increases in model railroad shows, conventions and publicity, there are more consumers who are buying more models. Tie that fact with increases in manufacturers who are producing new innovative products, and you see why 1989 truly will be the "Year of the Train!" ☼

## 1989 April

### "Industry Men of the Year" Goes to Bachmann Men

This year the NMRA selected three recipients to receive the annual Industry Man of the Year award. Dick Maddox, Bob Murray, and H. Lee Riley, all three top management at Bachmann Industries, were presented the award at the Model Railroad Industry Association General Meeting in Chicago on Oct. 16, 1988.

The award was presented for the NMRA by Membership/Promotion General Chairman James D. Hammer. Hammer stated that these three have worked closely with the NMRA over the past couple years in a joint effort to promote the hobby of model railroading. Specifically, they support the BULLETIN with advertising. They funded NMRA literature holders for the first 1,000 hobby shops and have authorized 1,000 more NMRA literature holders for 1989. They provided principal funding for the NMRA 1988 Christmas season hobby promotion program. They have agreed to back a major mass advertising campaign for new NMRA members next fall.

Dick Maddox is the Senior Vice President of Sales and Marketing. Bob Murray is Assistant to the Senior Vice President of Sales of Marketing. And H. Lee Riley is Director of Product Development for Bachmann Industries.



Bachmann Industries' Dick Maddox, Senior Vice President of Sales and Marketing; H. Lee Riley, Director of Product Development; and Bob Murray, Assistant to the Senior Vice President of Sales and Marketing, receive the NMRA Industry Men of the Year award at the Chicago Model Hobby Show.

## 1989 July **Former NMRA President Eugene Hickey Passes Away**

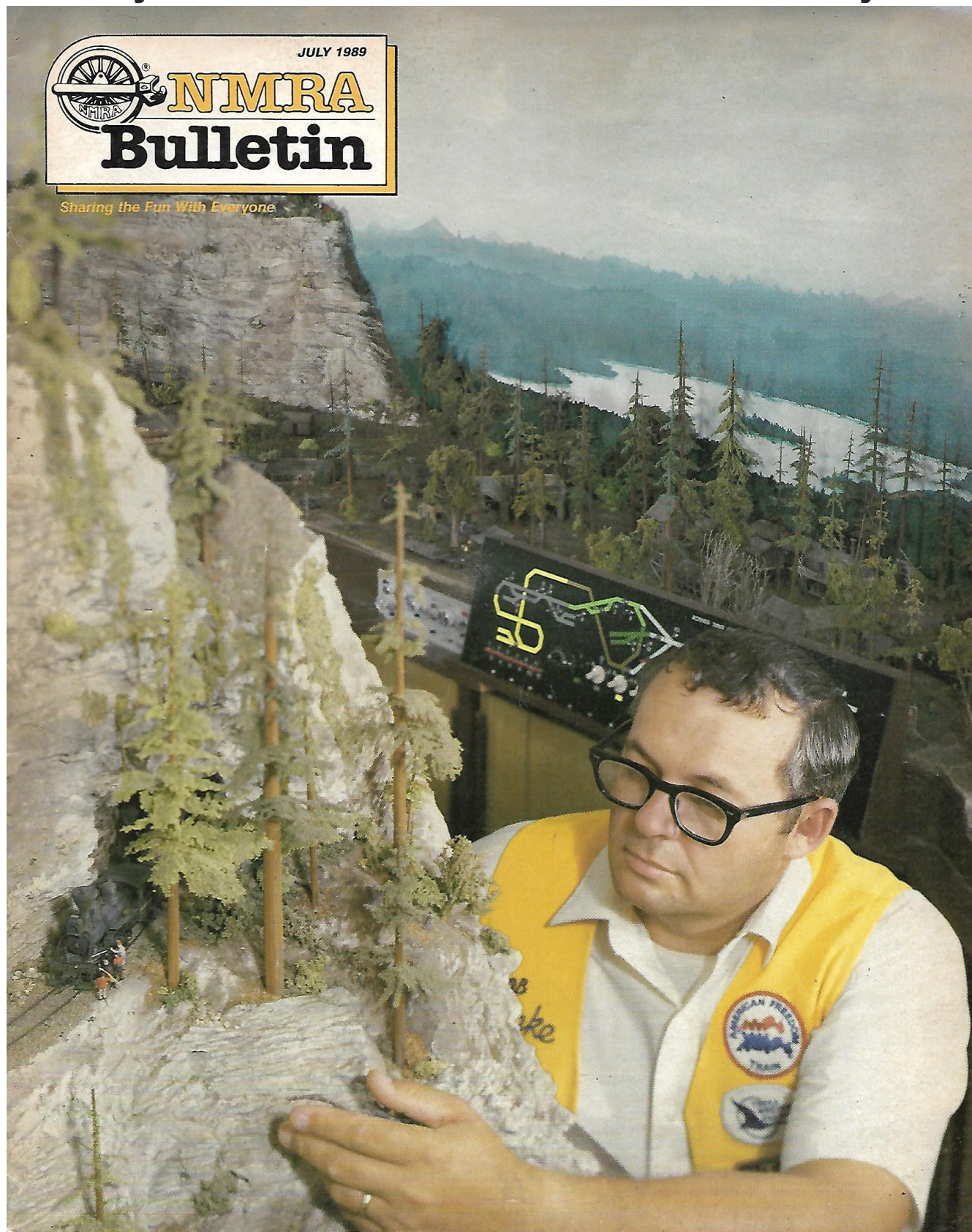
### Gene Hickey Remembered

On Feb. 16, 1989, Gene Hickey passed away, leaving a legacy of service to the NMRA. Gene served two terms as president of the NMRA, he was chairman of the 1969 NMRA convention held in Minneapolis, was instrumental in focusing upon the need for a headquarters building, and served on the committees that were formed to bring the headquarters building project to reality.

Gene was a superlative modeler in On3 and was a Master Model Railroader. He was active in the Thousand Lakes Region, was a successful businessman, a gifted speaker, an able administrator, and diplomat. The NMRA has benefited from his leadership. We mourn his passing and salute his accomplishments.—Gayle M. Olson



**1989 July    MMR Bob Clark on Front Cover of Bulletin July 1989**



**1989 July**

**Dale G. Kraus announced as Master Model Railroader #133.**

**Jack Burgess announced as Master Model Railroader #136.**

**John Whitlock announced as Master Model Railroader #140.**

**Irv Schultz announced as Master Model Railroader #142.**

**1989 September**

**Pete Moffett announced as Master Model Railroader #143.**

**Bob Clarke announced as Master Model Railroader #144.**

**1989 October**

## **ESTATE PLANNING NMRA**

conversation with the president/**Bob Dupont**

**S**everal months back, I recommended to the membership that it was most important to consider looking into one of the excellent services the NMRA offers. This service is estate counseling. None of us likes to think about that day when we will not be around to protect our model railroads and model railroad equipment. Unfortunately, the grim reaper will seek each and every one of us. This is the time when unscrupulous individuals will prey upon spouses and other relatives and take advantage of their lack of knowledge of the value of model railroad equipment. The NMRA has set up the Estate Counseling Committee under the able direction of G. William Hammer who is our legal counsel. Bill would be most pleased to send you the necessary forms and information which will protect you and your family during that most difficult period. Please make your request directly to Bill at P.O. Box 6, Centreville, VA 22020. A self-addressed, stamped envelope would be much appreciated.

The reason this was brought to mind was that a very good friend of mine on the West Coast, Don McCord, passed away about a year ago. Unfortunately, Don had not used this available service, and so his wife was left to figure out the value of his many train items accumulated over the last 40 years. This is virtually an impossible task for anyone not involved in the hobby on a daily basis. Fortunately, Mrs. McCord called upon one of Don's good friends, Frank Markovich, who will see that she gets a fair and honest price for a lifetime accumulation of models, equipment, and parts. The next person may not be so fortunate. I recommend that you take advantage of this

service to save your family a possible large financial loss. Do it now while this is fresh in your mind.

In last month's BULLETIN, I invited members and their guests to view the operation of the Tall Pine Timber Company during National Model Railroad Month. If for some reason you're unable to stop by at that time, the Tall Pine Timber Company will be operating for the PCR 1990 convention being held in Oakland, Calif., during the month of May. At this time, the dates in May are not yet finalized.

I received from the Rogue Valley Model Railroad Club of Phoenix, Ore., a very interesting item entitled "Where to Ride and See Trains in California." I would be most pleased to send anyone who might be interested in this listing, whether they live in California or are going to visit California, a copy of this paper. It is very well done and should be of great interest as it appears to list all of the known railroad museums and operating trains. It is most complete, giving phone numbers, times, and costs. Please enclose a self-addressed, stamped envelope, and you'll receive a copy by return mail.

Pacific Coast Region President Jack Wall has gone to a great deal of trouble in printing up and listing all of the known model railroad clubs in the PCR. I would like to congratulate Jack on this task as it took a great deal of time to compile this vast list of active clubs. These range from N scale all the way up to and including live steam. This is something other regions might consider doing as it would be of great benefit to the members living in your section of the country. This is one of those little things that adds a lot of interest and fellowship for members in your region, and it's a nice way to promote local club activities and give them some well-deserved attention.

This column is being written just before I leave for AstroRail '89 in Houston. Next month we'll give you some of the highlights of our trip and the convention. ☺

**Bob Wilt announced as Master Model Railroader #145.**

**Basil A. McLean announced as Master Model Railroader #147.**

**1989 November**

## **President Award**

**The Following people had President Awards bestowed: Bob Fisk, Jack Wall, Jim Cope, Bill O'Neill, Floyd James, Jim Tangney, Jim Hammer and Marta Metcalf.**

**Also, Rosella Nash and Dorothy Keeler, who are long time managers of the Railettes. They do far more than their share to support the NMRA.**

### conversation with the president/**Bob Dupont**

**M**y very good friend and past NMRA president, Jack Weir, asked if he could use my column to pay tribute to one of our most generous and dedicated members, Dean Freytag. It's my pleasure at this time to turn this column over to Jack.

#### **"Having a Ride on the Work Train"**

How do you introduce a person who is so well known by so many? Even one who has accomplished a unique combination of honors. It gives me great pleasure to tell you about our mutual friend Dean A. Freytag.

It's a story of honors and achievements that should be told, and we'll start at the beginning.

The NMRA has a policy established for the awarding of honors to deserving members who have served the hobby and the association. It's something I assume members don't know too much about or pay as much attention to as they should.

One of the honors is the President's Award (PA) bestowed upon select members by the president for their outstanding service to the NMRA.

Another honor is the Distinguished Service Award (DSA), and it's presented by the association for meritorious service to the hobby.

The third, and highest, honor is that of Honorary Life Member (HLM); it's bestowed for recognition of outstanding elective and voluntary service to the association.

The policy states that an Honors Committee shall review the qualifications for the individuals and with the approval of the president shall recommend

the nominees for the DSA and HLM to the Board of Trustees.

The honors policy was started in the 1960s and, as of the end of June 1989, there were 58 living recipients listed for the PA, 18 living DSA recipients, and 18 living HLM honorees. There are more who have been presented with the honors, but are deceased and not now listed.

Prior to 1978, there was only one person who had been presented with all three of the awards (PA, DSA, HLM). He is a past president, area VP, editor of the BULLETIN for 10 years, committee member and chairman, and well-thought-of modeler, Whitney K. Towers.

In 1978, a second person became a recipient of the three awards. As NMRA secretary for 12 years and later president for two years, Jack Weir was closely involved with the administration of the association and the hobby. Before that he was region president and chairman of a national committee.

Then, in 1988, Dean Freytag became the third person to have received all of the honors to join a small select group. Then Dean went one step further by finishing the fulfillment of the requirements and becoming Master Model Railroader. That makes him the first to reach such a pinnacle of honor and achievement. It's a tremendous accomplishment considering the odds of this occurrence by showing the skills necessary in addition to receiving the recognition of his peers so they would bestow those honors.

Dean has been divisional superintendent, regional president, area VP, general convention contest chairman, and has served on many other local and national committees. He's a giver of clinics extraordinaire on all levels on various subjects so numerous that he's lost count. His awards are also too numerous to mention on the local and personal level, but it must be noted he has received the PA and the RMC award two times each. He's a generous contributor to the home office and library and sponsors a contest plaque at the national contest. To top it off, Dean is a real nice fellow!☺

**There are Three (3) Honors Awards: President's Award, Distinguished Service Award and the highest: Honorary Lifetime Member. Only three (3) people at this point had all three. White Towers, Jack Weir and Dean Freytag.**

**1989 December Former President Bob Brinkman passed away.**

**75 Modelers became MMRS from 1980 through 1989. Nos. 80 through 155 earned during the 1980s.**